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American Railroad Journal.

New York, Saturday, December 2, 1876.

Rates of Freight on the Great Trunk Railroads.

The *Chicago Railway Review*, of November 18th, misstates the position of the JOURNAL upon the question of rates of freight over the great trunk railroads, and treats the whole subject with unbecoming flippancy, not to speak of its discourtesy towards the JOURNAL. The questions involved are of the first importance, involving principles of the deepest concern, not only to railroad corporations but to vast populations and varied forms of industry, and should be fully and freely discussed in an appreciative spirit of inquiry. Any other manner of treating any views that may be advanced is most unworthy.

The position which was taken in the JOURNAL of November 11th was briefly this: Rates for eastward-bound freight over the great trunk railroads were too low, unjust to stockholders, not productive of any real good to anybody, (which is indeed true of any abnormal condition of affairs) and the result, too plainly, of an unseemly

rivalry, mingled perhaps with not a little personal feeling, as well as pride of opinion or position. Such a state of feeling, and any action based upon or growing out of it, ought not to be continued one hour after it became manifest.

But the JOURNAL at the same time insisted that in revising and advancing these rates of freight extreme views should not prevail. All propositions looking to the making good of losses resulting from excessively low rates of freight by the imposition of those that would be regarded as extravagantly high should not be entertained. Violent extremes should be avoided. The country is not in a position to support them. Prices of western agricultural products are not sufficiently high to warrant them. They would cripple the winter's business of the railroads. Should any great advance in prices take place as the result of a general European war, the railroads might justly claim a share in the advance, as they have suffered from the decline. But as matters now stand, only a moderate advance in the rates of freight under consideration can be made. Any action that could be considered at all burdensome would be such an addition to the business drawbacks which now prevail as to be grievous to be borne.

We are happy to see these views supported by so eminent an authority as Mr. Garrett, the President of the Baltimore and Ohio Railroad Company. In his last annual report to the stockholders of that corporation (published in the JOURNAL of the 25th ult.), he distinctly avows the moral obligation to the city of Baltimore which is felt by his management. Commodore Vanderbilt, in his management of the New York Central and Hudson River Railroad, practically acknowledges a sense of the same obligation to the city of New York. Mr. Garrett also admits that but a small advance on the current rates of freight is needed to make business profitable. He says:

"A difference of ten cents per hundred pounds on the largely increased tonnage of through merchandise, which would have given reasonable and satisfactory rates to the public, would have made an increase of \$2,186,786 in the net results of the year's work."

An increase of ten cents per hundred pounds on through freight (to repeat the idea of Mr. Garrett,) would have added forty per cent to the net earnings of the road. Nothing may be added, we feel sure, to support the positions which have been taken by the JOURNAL on this question.

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Atlanta and Richmond Air-Line Railroad.

The sale of the Atlanta and Richmond Air-Line Railroad, which is advertised to take place at Charlotte, N. C., on the 5th of December 1st, according to the *Observer* of that city, causing considerable surmise as to the probable purchasers of the road. It says the general impression is that Mr. John M. Robinson, the president of the Seaboard and Roanoke, Raleigh and Gaston, and Raleigh and Augusta Air-Line Railroads, will become the purchaser, in which event the Air-Line will be run in connection with these three roads instead of with the Richmond and Danville, as at present. Only a few miles of railroad are to be built before there will be a route to Raleigh via the Carolina Central and Raleigh and Augusta Air-Line, which will be a mile shorter than the present. When this is finished, which it is expected will be done by the first of January, the line will be complete to Norfolk and thence to Baltimore by the Bay Line of steamers, which is under the control of this corporation. If this arrangement is perfected a line will be formed which will offer a strong competition with the Richmond and Danville Railroad.

Northern Central Railway.

An agreement was filed for record in the clerk's office of the Superior Court at Baltimore on the 21st ult. between B. F. Newcomer, Wm. T. Walters, and Samuel M. Shoemaker, trustees on the one part, and the Northern Central Railway Company by its president, Thomas A. Scott, on the other part. The object of the agreement was to declare of record the amount of bonds now due and outstanding, issued by virtue of a mortgage of the company for \$2,500,000, of December 20, 1855. This total amount has been reduced to \$1,490,000. The bonds so reduced were as follows: \$763,500 held by the trustees of the sinking fund under said mortgage, and \$166,500 by the commissioners of the general sinking fund up to June 19, 1874. Since then additional bonds for \$80,000 have been purchased and cancelled by said

trustees. The bonds now outstanding are 1,288 bonds of \$1,000 each, and 404 of \$500 each, amounting to \$1,490,000, as stated, and the mortgage now stands as security for that amount.

U. S. Supreme Court Decisions.

The following decisions, among others, were rendered by the United States Supreme Court on the 27th ult.:

Nos. 76 and 77—Bank of Kentucky agt. Adams Express Company, and the Planter's National Bank of Louisville agt. same; error to the Circuit Court for Kentucky.—In these cases the court hold that the restriction in the bill of lading of the express company, providing that the company should not be liable for any loss, damage or detention of a money package occasioned by fire, does not protect the company against liability where the loss is the consequence of the negligence of carriers or their servants or agents, and, therefore, that the company is responsible for losses in such cases by fire caused by the negligence of the railroad companies employed by it in the transportation of the package. The railroad company, it is said, in transporting the messenger of the express company and the express matter in his charge, is the agent of the express company, employed and paid by it; the service performed is the service of the express company—a duty incumbent upon the express company and upon no one else. If any one is to be effected by the acts or omissions of persons employed to do a particular service, it must be the one who gave the employment. Reversed; Justice Strong delivered the opinion.

Nos. 58 and 59—Town of South Ottawa agt. Perkins, and Board of Supervisors of Kendall County agt. Post; error to the Circuit Court for Illinois.—In these cases the court affirm the validity of certain municipal bonds issued in aid of certain railroad companies, and also affirm the ruling below, by which the corporations which had issued their bonds under a certain act were denied the right to offer evidence to show that the law had never in fact been passed. The Chief Justice delivered the opinion, holding that such a corporation having issued its bonds and put them on the market as commercial paper upon the faith of a certain law, cannot be permitted to show as against a bona fide holder of the bonds, that the law was never enacted; and adds, that as the courts of Illinois have never decided the question directly, this court is left free to answer it. Dissenting, Justices Bradley, Miller, Davis and Field. No. 68—Grant agt. The Hartford and New Haven Railroad Company; error to the Circuit Court for the District of Connecticut.—In this case the court holds that the expression "profits used in construction" within the meaning of the 122d section of the Internal Revenue act does not embrace earnings expended in repairs for keeping the property up to its normal condition, but has reference to new constructions adding to the permanent value of the capital; and when these are made to take the place of prior structures it includes only the increased value of the new over the old when in good repair. Affirmed. Justice Bradley delivered the opinion.

United States Supreme Court Decision in Regard to Patents.

The U. S. Supreme Court has rendered its decision in the case of Beidsall et al. vs. Coolidge (error to Circuit Court for the District of Nevada). In this action which is for an infringement of a patent for an improvement in machines for the amalgamation of gold and silver, it is decided that juries in action at law for infringement of patent are required to find actual damage sustained by plaintiff in consequence of the unlawful acts of the defendant. Power is given to the Court in such case to enter judgment for any sum above the amount of the verdict, not exceeding three

times the amount of the same, together with costs; but the jury are strictly limited in their finding to the actual damages which the plaintiff has sustained by the infringement. Reversed, Justice Clifford delivered the opinion.

Boston and Providence Railroad.

The earnings of this road for the years ending September 30, 1875 and 1876, were as follows:

	1875.	1876.
From passengers	\$897,401 03	\$880,468 40
" freight	619,180 69	568,648 87
" repts.	17,842 55	19,003 07
" express	31,731 54	33,448 68
" mails	6,711 79	7,298 81
" interest	8,587 71	8,892 23
	\$1,581,258 31	\$1,467,759 56

Expenses, viz:

Repairs of railroad	\$111,964 91	\$117,557 24
Sleeper account	28,240 34	21,863 50
New steel rails	82,067 05	64,529 40
Repairs of locomotives	50,833 66	38,383 12
Repairs of cars	64,682 81	57,870 71
Repairs of stations and fixtures	49,430 68	64,904 92
New bridges & repairs	63,891 62	32,714 78
Fence account	6,390 57	5,904 96
Snow account	4,766 79	654 28
Gratuities and damages	7,445 05	2,351 71
Passenger department	195,178 40	200,492 30
Freight department	181,409 51	172,247 52
Coal	115,402 14	100,968 81
Miscellaneous exp.	25,627 05	28,278 94
Switch and gatemen	42,210 99	43,352 86
Taxes, insurance, etc.	100,114 80	88,617 08
Oil and waste	13,460 32	12,443 99
Telegraph expenses	1,405 20	1,314 06
Interest paid	82,454 22	100,023 86
	\$1,216,476 11	\$1,149,473 99

Balance carried to income account	\$364,782 20	\$318,285 57
Add balance from previous year	459,178 02	
Total	\$777,463 59	

Dividend paid May 15, 1876, \$4 per share	\$160,000 00	
Dividend payable November 15, 1876, \$4 per share	160,000 00	
Balance to new account	457,463 59	
Total, as above	\$777,463 59	

Compared with the previous year, the gross earnings show a decrease of \$113,498 75, with a decrease in expenses of \$67,002 12. The report says:—

The falling off in receipts which has been going on for the last four years, still continues, and has been met in part by a further reduction in expenses, warranting the declaration of two four per cent. dividends, amounting to \$320,000, which sum represents the net earnings of the year within \$1,714 43.

The general result of the year's business, is given in the following tables, furnished by the Treasurer.

The gross receipts for the fiscal year 1874-'5 amounted to	\$1,581,258 31
While those for the current year 1875-'6 were	1,467,759 56

Showing a falling off in our receipts of	\$113,498 75
In the corresponding period 1874-'5 the expenses were	\$1,216,476 11
And for the current year 1875-'6, they were	1,149,473 99

Showing a reduction in our expenses of	\$67,002 12
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The receipts of the year 1873-'4, were \$134,828 99 less than those of 1872-'3, and the reduction in

expenses for the corresponding period, was \$140,-899 31.

The receipts of the year 1874-'5, were \$106,020 88 less than those of 1873-'4, and the reduction in expenses for the corresponding period, was \$67,627 06.

It appears as above, that our receipts for this year have been less than the last by \$113,498 75, and the expenses less by \$67,002 12, while to earn the smaller sum, forty-six hundred more miles have been run.

This steady decrease is doubtless to be accounted for in part, by the depressed condition of business and the consequent falling off of local travel, but it is in part due to the demand for lower rates of freight, and especially, to the growing competition which meets us on every side.

It may be doubted that a narrow gauge road will be built between Boston and Providence during the next few years, as being too costly an experiment; but your directors would refer to the fact, that ground has already been broken for a regular gauge between Franklin and Valley Falls, known as the Rhode Island and Massachusetts Railroad, making a direct competing line to Providence four miles longer than your route.

According to agreement, the Fall River, Warren and Providence Road, has been transferred to the Old Colony Corporation, they paying cost and interest for the same. Of the \$317,645 09 representing the original cost, \$215,000 have been applied to the extinguishment of your debt, all that could be controlled, and \$77,767 29 of this repayment, is represented by Union Freight Railroad Stock, the holding of which was authorized by the Stockholders at the last annual meeting, and has subsequently been confirmed by the Legislature.

The report of the directors to the Railroad Commissioners shows the number of miles run by our trains during the year to have been 804,871, against 800,269 the previous year. The whole number of passengers carried this year 3,475,378, against 3,524,377 for the former period. The whole number carried one mile 37,948,007 against 38,743,664, and the number of tons of freight carried this year 589,643, against 691,318.

In the reduction of our receipts, \$50,531 82 is due to the diminution of our freight business, and \$66,935 63 to the falling off of receipts from passengers.

SUMMARY.

More miles run the present year as compared with the last	4,602
Less number of passengers carried the present year as compared with the last	48,999
Less number of passengers carried one mile the present year as compared with the last	795,657
Less tons of freight carried the present year as compared with the last	101,675

There have been but three passengers injured. Two fatally, by leaving the cars while in motion; the other seriously, by jumping from an outward Dedham train, directly in front of an outgoing train, at the dangerous Boston and Albany Crossing. There were seven accidents caused by persons carelessly walking upon or crossing the tracks. Of these five proved fatal.

One employee of the road has been injured, while in the discharge of duty.

Warned by the freshets of last spring, whereby the giving way of a dam near Worcester brought great disaster to the neighborhood, and seriously damaged the track of the Boston and Albany Road, a careful inspection was made by engineers, experts and by your directors in person, of the abutments and piers which support the wooden bridge over the River Blackstone, at Valley Falls. The engineers reported that the masonry was not fully equal to the strain caused by the quick and heavy traffic of to-day, and might not stand the rush of any collection of debris brought against it by the breaking of some of the numerous dams on the river above. There could be no hesitation in at once undertaking an unexpected and expensive work. One abutment, and the two most impor-

ant piers in the bed of the river, have been renewed in a thorough and substantial manner, and next spring, the other abutment and piers will be rebuilt. This is the longest bridge on the line of the road, having a span of 375 feet. It should be renewed with iron, and it may be well to avail ourselves of the present low prices, to complete the important work.

An iron bridge has been substituted for one of wood, at the Bussey Crossing. The new brick station at Rosindale is about completed. The charging of the bed of Stony Brook near the Forest Hills station by the City of Boston, has led to greater facility in operating the branch line which enters the main track at this point, besides doing away with the dangerous openings which have heretofore existed. Improvements have been made at Forest Hills and Jamaica Plain, by the erection of protecting sheds for passengers opposite the station houses, and the approaches to the Jamaica Plain station have been graded and paved, since the close of the financial year. The passenger station at Providence, has been repainted and cleansed.

The open winter was favorable to the road bed, and but four and half miles of new track have been relaid with steel. There now remain thirteen and a half miles of the eighty-eight miles of double main track, to be so renewed.

As is generally known, the Stonington Steamboat Company propose hereafter, to run their commodious and powerful boats, the Massachusetts (now in course of construction) and the Rhode Island, between Providence and New York direct, during the spring and summer months. For this business, a new locomotive has been provided, named after a former and highly esteemed director of this road, the late George R. Russell.

TRIAL BALANCE, SEPTEMBER 30, 1876.

Construction and equipment.....	\$4,000,000 00
Stoughton Branch.....	85,400 00
Providence, Warren and Bristol.....	293,879 27
Railroad stock.....	77,767 29
Union Freight Railroad Co. stock.....	212,168 69
Real estate.....	184,564 55
Cash and cash funds.....	42,730 08
Notes receivable.....	735,305 52
Improvement account, including new passenger station in Boston.....	203,870 88
Materials on hand.....	130,400 04
Balances due from other roads, etc.....	\$5,965,886 22
Capital stock.....	\$4,000,000 00
Seven per cent bonds, due 1893.....	600,000 00
Notes payable.....	794,000 00
Unclaimed dividends.....	5,761 00
Dividend No. 80, due Nov. 15, 1876.....	160,000 00
State tax.....	34,848 45
Balances due to other roads, etc.....	18,813 18
Income account.....	457,463 59
	\$5,965,886 22

President.—HENRY A. WHITNEY.

Directors.—Henry A. Whitney, George W. Hallet, Thomas P. I. Goddard, J. Huntington Walcott, Wm. R. Robeson, Francis M. Weld, Joseph W. Balch.

Treasurer.—B. B. TORREY.

Superintendent.—A. A. FOLSON.

Domestic Telegraph Co.

A certificate of incorporation of the Domestic Telegraph Company has been filed in the clerk's office of the Superior Court at Baltimore, which declares that the "corporation is formed for constructing, owning, leasing and operating lines of telegraph in the State of Maryland, establishing signal boxes and general messenger services connected with the telegraph business." The company is managed by a board of five directors, who are Wm. A. Dunn, Walter H. Stewart, Charles W. Crumbacker, Joseph B. Bruner and Garrett S. Mott, of Baltimore city. The capital is \$50,000,

in 2,000 shares of the par value of \$25 each. The charter authorizes the company to do business in Baltimore and any other towns and roads in Maryland.

Central Railroad of New Jersey.

The *Herald* says that since Col. Moore, the new superintendent of this road assumed charge on the 1st ult., "the prospects of the corporation have become brighter. Sinecures of long standing have been cut away, deserving officers who were discharged for reporting irregularities have been reinstated and bogus payrolls are things of the past. Five conductors have been discharged on the Philadelphia and Bound Brook line. The number of sinecures was amazing, there being in some cases nearly as many bosses as workmen. In the Communipaw workshop one boss was engaged to watch two blacksmiths. In other instances a boss was appointed for every three men. Colonel Moore has already effected a saving in this particular at the rate of \$16,000 a year, and a still greater economy is looked for. The workshops at Hampton Junction are to be abolished, and the work will then be performed at Jersey City and Easton. At the same time the business of the road is steadily increasing and fewer complaints are heard on the part of the passengers. The investigation into the frauds on the part of officials is slowly progressing."

New Railroad Project.

The Straight Shoot Railroad Company of Virginia have made a contract for the completion of its entire line from Richmond to Lynchburg and its connection with the Chesapeake and Ohio Railroad at Clifton Forge within the next three years. The road is about 200 miles long, and will for its entire length occupy the valley of the James River. The contractors agree to receive about four-fifths of the price in the stock and bonds of the company. It is claimed that this will make a new outlet for the West Virginia coal fields, and it is also claimed that the iron belt traversed by it is the richest and most extensive east of Missouri.

A New Line to Chicago.

The *Tribune* says that "steps have been taken to open a new trunk line between this city and Chicago and the Southwest at an early day, by the way of the Canada Southern Railroad. About 70 miles of the eastern part of the Chicago and Canada Southern Railroad—by which it is proposed to connect Chicago with the Canada Southern at the crossing of the Detroit River—were completed some time ago, but the illness of Commodore Vanderbilt, it is stated, stopped work. The road bed from Fayette—the western terminus of that portion of the road now in operation—to Eden, a distance of 25 miles, had been made ready for the ties and rails. From Eden to Butler, the eastern terminus of the Eel River Railroad, the distance is only nine miles, and the Eel River Company has proposed to build a track to Eden if the Chicago and Canada Southern will complete its line to that place. By this means a continuous line will be established to Logansport, Ind., and thence to Lafayette, St. Louis, Omaha, &c. This arrangement will also give the Eel River Railroad a direct connection with Detroit and the North and East. The Chicago division of the Baltimore and Ohio Railroad crosses the proposed new route seven miles west of Eden, thus furnishing a direct

line to the Chicago and Canada Southern to Chicago by passing over seven miles of the Eel River track. The Eel River Company has agreed to pro-rate with the Chicago and Canada Southern, and the Baltimore and Ohio, has offered very favorable terms for the use of its track to Chicago. The distance from Eden to Chicago is about 150 miles by the proposed route. It is claimed that there is no intention of abandoning the original purpose of building an independent line from the Detroit River to Chicago, but the new line will be used until the main line is finished."

Chicago and Lake Huron Railroad.

It is expected that the gap of 49 miles between Flint and Lansing will be closed by the 15th of December. For some years the divisions from Port Huron to Flint, Michigan, 66 miles, and from Lansing to Valparaiso, Ind., 186 miles, have been in operation, connecting at the last named place with the Pittsburg, Fort Wayne and Chicago Railway, for Chicago. When completed the line from Port Huron to Chicago will be 822 miles, giving the Grand Trunk Railway of Canada in whose interest it will be operated, a shorter line to Port Huron than via the Michigan Central Railroad by 21 miles.

In the U. S. Circuit Court at Alexandria, Va., on the 25th ult., a decree was passed ordering the Receiver of the Washington City, Virginia Midland and Great Southern Railroad to pay the past due interest of the Orange and Alexandria first and second mortgage bonds. The decree also grants permission to those who have exchanged Orange and Alexandria bonds for bonds of the Virginia Midland to re-exchange, receiving back their Orange and Alexandria upon surrender of the Virginia Midlands.

The Receivers of the Ohio and Mississippi Railroad Company, Daniel Torrence and John King, Jr., have issued a circular to the employees of the road, stating that arrangements have been made to promptly meet accruing wages; that absolute discipline will be expected and required throughout the service, and that a system of rigid economy will at once be inaugurated in all the departments of the road.

The Ohio State Journal says that the Scioto Valley are delivering fifteen hundred tons of iron to the Springfield, Jackson and Pomeroy Narrow Gauge Railroad at Jackson, Ohio. They are also hauling twenty cars of timber for the Scioto river bridge for the same road, to be delivered at Waverly, Ohio. The iron on this road from Jackson to Waverly is to be laid as rapidly as possible.

The St. Louis Republican's Kansas City special of November 21 says, "Carlos S. Greeley and Henry Villard, recently appointed Receivers of the Kansas Pacific Railroad, took possession of all the property of that road to-day, under an order of the District Court, Kansas City. Robert E. Carr was appointed General Manager, and T. F. Oakes, General Superintendent."

At Memphis, Tenn., on the 27th ult., Judge Trigg, of the United States District Court, issued an order for the sale of the Memphis and Paducah Railroad, on petition of the first mortgage bondholders.

Commercial Relations of the United States with Foreign Countries.

The following is an extract from the Report of the Secretary of State upon the Commercial Relations of the United States with Foreign Countries for the year ending September 30, 1875:

AUSTRIA-HUNGARY.

The returns of the commerce of Austria-Hungary, exclusive of Delmatia, show that the value of the imports for the year 1874 amounted to 565,015,888 florins, and that of exports for the same period to 452,257,803 florins. Upon comparison of these figures with the returns of the present year, the year 1874 shows a decrease of 5,008,016 florins in the imports, but an increase of 28,134,068 florins in the exports.

BELGIUM.

The special commerce of Belgium is reported as having amounted in the year 1874 to 2,407,102,729f., of which 1,292,462,993f. was the value of the imports, and 1,114,639,736f. that of the exports—a decrease in the aggregate of 174,198,000f. from the commerce of 1873. In the trade of Belgium with the United States for the year 1874 a decrease of 12,600,000f., or nine per cent, is noticed in the imports, and an increase of 2,309,000f., or fourteen per cent, in the exports, as compared with the previous year.

FRANCE.

Although the aggregate commerce of France suffered considerable diminution during the year 1874, the trade with the United States seems to have materially increased. The imports into France from this country during the year named amounted to 241,500,000f., exceeding those for 1873 by 42,000,000f., and the exports by 296,400,000f., or 5,100,000f. in excess of the exports of the previous year. Although the balance of trade between the two countries is still in favor of France by nearly 56,000,000f., yet this is a gain in favor of the United States of nearly 36,000,000f. over the year 1873, and of 71,800,000f. over the year 1872. The total value of the declared exports to the United States from the several Consular districts of the United States in France for the year ending September 30, 1875, is reported as amounting to \$61,700,000 over the corresponding period of 1873-74.

GERMANY.

A general stagnation in the trade of the German Empire is reported the past year. The total declared exports from the Consular districts for the year ending September 30, 1875, amounted to \$30,174,868, being a reduction of \$2,151,512 from the corresponding period of 1873-74.

GREAT BRITAIN.

During the year 1874 the imports from the United States considerably more than doubled the exports to this country, the former having amounted to \$73,897,400 and the latter to £32,288,321. The total value of declared exports amounted during the year ending September 30, 1875, to \$125,477,808, being \$18,341,276 less than the corresponding period of 1873-74. The total number of vessels which entered the ports of the British Isles during the year 1874 is officially reported as 63,861, measuring 22,368,510 tons. These figures compared with the returns of 1873, show a loss of 643 vessels, but a gain of 503,563 tons, the gain in the tonnage appearing chiefly in steam navigation. The total number of vessels that entered from the United States during the year 1874 amounted to 4,068, measuring 3,509,249 tons, and of those that cleared for this country to 2,773, measuring 2,806,251 tons, being a gain of 656 vessels and 489,091 tons in the entries, and a loss of 441 vessels and 228,542 tons as compared with the shipping returns of the preceding year.

CANADA.

The general commerce of Canada has suffered a large decrease during the fiscal year ending June 30, 1875. The total value of exports from the dominion, exclusive of coin and bullion, have amounted to \$74,628,212, being a reduction of

nearly \$10,000,000 from the previous year. The goods entered for consumption are reported as having amounted during the last fiscal year to \$119,618,657, showing a decrease from the year 1873-74 of \$7,785,512. The commerce of Canada with the United States exhibits a diminution during the year above mentioned of \$4,847,663 in the imports from the Dominion and of \$3,477,752 in imports from this country. The balance of trade appears to be in favor of the United States by nearly \$22,000,000. In the year 1872 it was in favor of Canada.

SWEDEN AND NORWAY.

The value of the imports into Sweden and Norway from the United States, is reported as having amounted during the year 1874 to \$6,538,376, and the exports to this country to \$1,510,761. These figures indicate a large decrease from the commerce of 1873, when the imports from the United States amounted to more than \$9,800,000, and the exports to this country to over \$8,000,000.

TURKISH EMPIRE.

No regular reports on commerce are issued by the Ottoman government; but some tabular statements submitted by the Consul General at Constantinople shows the imports of that port for the year 1874 to have amounted to \$108,602,660, and the exports to \$6,965,640. The imports of Constantinople from the United States for the year ending June 30, 1875, are valued at \$1,714,789, and the exports therefrom to this country at \$148,013.

BRAZIL.

The value of the imports of the Empire from the United States during the year ending June 30, 1875, is reported as \$7,491,492, and the exports to the United States as \$42,586,665, showing a large balance of trade in favor of Brazil, which is attributed to the high cost of transportation.

UNITED STATES OF COLOMBIA.

It appears that Great Britain and her West India colonies provide nearly one-half of the imports of Colombia, amounting to about \$5,000,000; France ranks next, then Venezuela, the United States being fourth in order. The importation of Colombia from this country amounted, during the period already named, to \$806,644, showing a balance of trade in favor of Colombia of \$250,000. The causes assigned for the inferior part taken by the United States in Colombian commerce are the expense of transportation and the high tariff in this country.

MEXICO.

There are no returns from Mexico in possession of the Department of State later than June 30, 1873.

CHINA.

The imports into China from the United States amounted in 1874 to 294,612 taels, indicating a considerable decrease from the trade of the previous year in respect to exports, the imports remaining nearly the same. Of the total tonnage entered and cleared at the treaty ports of China more than thirty-three per cent was American. The Consul General at Shanghai attributes this circumstance to the superiority of the model of our ships for certain branches of trade, and partly to the enterprise and good fortune of some of our citizens. He suggests, however, that this superiority, not resting upon a solid foundation, may already be decreasing.

CENTRAL AMERICA.

Our Minister Resident has been unable to obtain any special returns of Central American commerce of recent date, but observes that the few data in his possession indicate an increase in the volume of trade. This, however, does not appear to be true respecting the commerce with the United States.

RUSSIA.

The value of the total export from Russia to America has decreased during the last year to the amount of \$225,874, owing to a decline in the export of two principal articles, namely, sheet iron

and Russia leather. The price of labor having increased throughout the Empire, the expense of production of the Russian sheet iron, combined with that of its transportation from those far away factories in the Ural Mountains, on the border of Asia, have raised the total cost of the article to such an amount as to make it unprofitable to export the same and to compete with the home produce of the United States, now being substituted therefor. As to the Russia leather, the fact may be stated that, owing to previous agreement, the principal factory engaged in manufacturing leather is exporting the article in large quantities to Germany and England, whence it may be re-exported to the United States.

JAPAN.

The table of exports and imports to and from China, Great Britain, France and the United States shows the balance in favor of China is about \$5,000,000; in favor of England, \$10,000,000; in favor of France, \$2,000,000; and against the United States, \$6,000,000.

A German Military Railroad.

The *Nord-deutsche Allgemeine Zeitung* prints an account of a military railway which has been laid down by the men of the "railway regiment" of the Prussian army. The whole length of the line is 45.6 kilometres (28½ miles). It is connected at Berlin and at Zossen with the line from Berlin to Dresden, and runs on the same level as that railway. At Zossen the line branches off to the artillery shooting ground. This military railway is, of course, chiefly used for military purposes, but it also conveys goods and passengers for the general public. The administration of the railway is under the direction of the commandant of the "railway regiment," a staff officer, and two lieutenants, who report to the chief of the general staff of the army and the railway inspectors. The personnel of the administration is composed almost entirely of members of the regiment; a captain acts as manager, two lieutenants as chief clerk and head engineer respectively, another officer looks after the railway depot, and a fifth acts as paymaster. The eight companies of the "railway regiment," with their officers, each serve in turn for about six months on the railway. There is a line of telegraph, which is worked by the officer acting as chief clerk and a non-commissioned officer as "telegraph superintendent." During the past year six non-commissioned officers have served on this railway as engine-drivers, nine pioneers as stokers, eight non-commissioned officers as guards, and sixteen pioneers as porters and workmen in various capacities, and the passenger traffic consisted of 4,074 soldiers and 2,362 civilians.

Flexible Shafting.

All branches of manufacture now employ machine tools in a greater or less degree; but all these imply that the tool shall be fixed in one spot, and that the work be brought to the tool. The hand tool may be taken to the work, and this is so great an advantage that efforts have been made to produce some kind of flexible shafting, or elastic method of transmitting power that would enable the operator to move the tool about within certain limits. To transmit direct rotary motion without loss, a new form of shafting has been recently introduced that is at once rigid against strains of torsion, and yet perfectly flexible. This shafting is of various sizes, from ¼ to 1½ in. in diameter and from five to ten feet in

length. It is made by twisting two iron wires together in a spiral, and then brazing the ends so they cannot unwind. Over this, two more wires are wound in the opposite direction and securely fastened to them at both ends. In this way, layers of wire of constantly increasing diameter twisted in spirals in alternate directions, are placed one over the other till the required thickness is reached. The result is a solid wire cable that will not twist, and is perfectly pliable in every direction. Over this cable is drawn a sleeve to protect the hands, and to keep the shafting from friction when at work. Such a piece of wire shafting may be attached to other shafting in any convenient manner, and then may be used to convey rotary motion to any form of machine tool. For drilling, boring, polishing stone, cleaning castings, clipping horses, etc., this shafting gives the utmost freedom in moving the tools, and in employing them in any position, and at any angle that may be reached by a perfectly flexible wire rope. The shafting has already been employed with success in moving dental power instruments and is now being introduced into more common branches of work.

Massachusetts Railroad Returns.

NEW LONDON NORTHERN.

Capital stock of company.....	\$2,000,000 00
Amount paid in.....	1,500,000 00
Amount of funded debt.....	862,000 00
Total debt liabilities.....	685,288 00
Total means applied to construction, equipment and purchase of property.....	2,384,615 00
Total property and assets of company.....	2,417,601 00
Receipts from passenger department.....	224,729 00
Expenses of " ".....	154,908 00
Net earnings " ".....	69,820 00
Receipts from freight " ".....	274,000 00
Expenses of " ".....	193,372 00
Net earnings " ".....	80,627 00
Total income.....	508,902 00
Total expense of operating road.....	348,281 00
Total net earnings above operating expenses.....	160,621 00
Miles run by passenger trains.....	259,594
Miles run by freight trains.....	216,818
Number of passengers carried.....	355,070
Number of tons of freight carried.....	261,404
Miles of road operated by company.....	100
Number of locomotives.....	22
Passenger, mail and baggage cars.....	28
Freight and other cars.....	261

NASHUA, ACTON AND BORTON.

Capital stock of company.....	\$600,000 00
Amount paid in.....	497,500 00
Amount of funded debt.....	497,856 00
Total debt liabilities.....	729,213 00
Total means applied to construction, equipment and purchase of property.....	1,057,025 00
Total property and assets of company.....	1,058,753 00
Receipts from passenger department.....	2,433 00
Expenses of " ".....	3,835 00
Deficit " ".....	1,402 00
Receipts from freight " ".....	6,968 00
Expenses of " ".....	10,444 00
Deficit " ".....	3,476 00
Total expense of operating road.....	14,280 00
Total net earnings above operating expenses.....	2,630 00
Miles run by passenger trains.....	9,200
Miles run by freight trains.....	5,650
Number of passengers carried.....	3,187
Number of tons of freight carried.....	3,187
Miles of road operated by company.....	20.21

This report is for three months' business of the road, which is now operated by the Concord Railroad Corporation.

FITCHBURG.

Capital stock of company.....	\$8,000,000 00
Amount paid in.....	4,000,000 00
Amount of funded debt.....	500,000 00
Total debt liabilities.....	933,804 49
Amount of liabilities after deducting cash, sinking funds in hands of Trustees, and such liabilities and debt balances as do not represent permanent investments.....	532,970 10
Total means applied to construction, equipment and purchase of property.....	5,008,228 66
Total property and assets of company.....	5,409,063 05
Receipts from passenger department.....	673,826 16
Expenses of " ".....	540,441 88
Net earnings " ".....	133,384 28
Receipts from freight " ".....	1,045,780 18
Expenses of " ".....	789,396 55
Net earnings " ".....	256,383 63
Total earnings.....	1,820,781 79
Total income.....	1,859,455 33
Total expense of operating road.....	1,329,838 43
Total expenses per mile operated.....	1.182
Total net earnings above operating expenses.....	529,616 90
Miles run by passenger trains.....	527,804
Miles run by freight trains.....	631,861
Number of passengers carried.....	2,293,727
Number of tons of freight carried.....	887,859
Miles of road operated by company.....	189.12
Number of locomotives.....	58
Passenger, mail and baggage cars.....	93
Freight and other cars.....	1,252

BOSTON AND LOWELL.

Capital stock of company.....	\$3,380,000 00
Amount paid in.....	3,250,000 00
Amount of funded debt.....	1,860,500 00
Total debt liabilities.....	2,774,509 08
Amount of liabilities after deducting cash, sinking funds in hands of Trustees, and such liabilities and debt balances as do not represent permanent investments.....	2,221,883 07
Total means applied to construction, equipment and purchase of property.....	5,864,851 52
Total property and assets of company.....	6,407,477 48
Receipts from passenger department.....	528,189 69
Expenses of " ".....	381,970 62
Net earnings " ".....	136,219 07
Receipts from freight " ".....	576,311 34
Expenses of " ".....	440,059 55
Net earnings " ".....	136,251 79
Total earnings.....	1,114,501 03
Total income.....	1,469,114 41
Total expense of operating road.....	812,030 17
Total expenses per mile operated.....	.88
Total net earnings above operating expenses.....	357,084 24
Miles run by passenger trains.....	526,535
Miles run by freight trains.....	395,486
Number of passengers carried.....	1,929,516
Number of tons of freight carried.....	555,510
Miles of road operated by company.....	85.21
Number of locomotives.....	42
Passenger, mail and baggage cars.....	75
Freight and other cars.....	1,080

GRAFTON CENTRE.

Total income of the road.....	\$4,620 74
Total net income above operating expenses.....	572 90
Net income above operating expenses and amount paid for rent of road.....	572 90
Total interest accrued during year.....	851 67
Total expenses in passenger department.....	4,048 84
Net earnings in passenger department.....	506 90
Total surplus September 30.....	243 20
Miles run by passenger trains.....	14,085
Rate of speed of passenger trains.....	10 1/2 per hour
Total number of passengers carried.....	28,778
Average rate of fare per mile.....	5 1/2 cents

OLD COLONY.

Capital stock of company.....	\$7,949,980 00
Amount paid in.....	6,733,800 00
Amount of funded debt.....	\$,989,500 00
Total debt liabilities.....	5,961,308 41
Amount of liabilities after deducting cash, sinking funds in hands of Trustees, and such liabilities and debt balances as do not represent permanent investments.....	5,440,124 77
Total means applied to construction, equipment and purchase of property.....	9,782,667 16
Total property and assets of company.....	13,423,641 35
Receipts from passenger department.....	1,409,588 78
Expenses of " ".....	984,705 10
Net earnings " ".....	424,883 68
Receipts from freight " ".....	712,929 09
Expenses of " ".....	491,882 25
Net earnings " ".....	221,046 84
Total earnings.....	2,206,880 37
Total income.....	2,230,580 37
Total expense of operating road.....	1,476,627 85
Total expenses per mile operated.....	10 73
Total net earnings above operating expenses.....	754,053 02
Miles run by passenger trains.....	929,579
Miles run by freight trains.....	391,210
Number of passengers carried.....	4,150,457
Number of tons of freight carried.....	619,663
Miles of road operated by company.....	269.48
Number of locomotives.....	69
Passenger, mail and baggage cars.....	172
Freight and other cars.....	1,277

(To be continued.)

The sale of the Port Royal Railroad is advertised to take place at Port Royal, S. C., on the 7th inst. in accordance with a decree of the Circuit Court, District of South Carolina, in the suit of the Union Trust Company of New York et al. vs. the Port Royal Railroad Company. The Georgia Railroad is an indorser on \$500,000 of the bonds.

The directors of the Erie Railway Company, elected on the 28th ult., are: H. R. Baltzer, John B. Brown, Thomas Rickson, R. S. Grant, S. S. Guthrie, G. W. Hotchkiss, H. J. Jewett, John T. Johnston, E. D. Morgan, Asa Packer, Corlandt Parker, Homer Ramsdell, M. O. Roberts, Samuel Sloan, H. G. Stebbins, G. F. Tolman, and J. Lomber Welsh.

In the lower house of the Vermont Legislature on the 25th ult. the bill to incorporate the second mortgage bondholders of the Vermont Central Railroad, was reported adversely and refused a third reading. The bill to allow the Vermont and Canada Railroad Company to purchase the Vermont Central Railroad was refused a third reading.

The bonds and notes of the Connecticut and Passumpsic Rivers Railroad Company, due December 1, 1876, will be paid on that day at the Treasurer's office in Boston, when interest will cease; or they may be exchanged for First Mortgage bonds of the company, bearing seven per cent interest, at the option of the holders.

The quarterly dividend of 1 1/2 per cent on the capital stock of the Lehigh Coal and Navigation Co. (leased at a certain fixed rental to the Central Railroad Company of New Jersey,) will not be paid.

The Atlantic, Mississippi and Ohio Railroad is now receiving five hundred tons of steel rails, to be laid on the Virginia and Tennessee division.

CITY PASSENGER RAILROAD SHARE AND BOND LIST.

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

PASSENGER RAILROAD SHARE LIST															PASSENGER RAILROAD BONDS														
Years ending.	Length track equiv. single.	Horses and Carriages.	Oars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.	Earnings.	Dividends paid.	Value of Shares.	COMPANIES.				Amount outstanding.	Rate.	Payable.	Principal Payable.	Market Price.										
Sept. 30, '76	11.00	153	45	Albany	221,500	200,000	79,500	131,000	88,717	6	100	100		Albany:															
Sept. 30, '76	1.00			1st Mortgage	49,238	75,000		1,999	158					1st Mortgage	79,500	7	J. & J.	1883											
Sept. 30, '76	25.00	491	98	Atlantic Avenue (Bklyn.)	1,261,912	650,200	490,000	376,017	128,809	5	100	100		Athlantic (Bklyn) Ave.:															
Dec. 31, '76	9.81	704	106	1st Mort. (Gr. wood Line)	1,000,000	1,000,000		616,638	221,900	5	25	25	33	1st Mortgage	115,000	7	A. & O.	1881											
Sept. 30, '76	22.00	399	43	Consolidated Mortgage	1,801,795	900,000	697,000	246,785	61,992	100	100	100		1st Mort. (Gr. wood Line)	100,000	7	A. & O.	1884											
Sept. 30, '76	8.82	810	60	Bleeker St. & Fulton Ferry	110,000	110,000		8,800	7,099	6.2	100	100		Consolidated Mortgage	289,000	7	J. & J.	1885											
Sept. 30, '76	13.89	1300	60	Broadway (Brooklyn)	4,378,570	200,000	210,000	226,486	53,516	12	100	100		Bleeker St. & Fulton Ferry	697,000	7	J. & J.	1880											
Sept. 30, '76	16.25	1200	147	1st Mortgage	3,907,099	2,100,000	1,500,000	1,004,812	238,261	6	100	100		1st Mortgage	210,000	7	J. & D.	1882											
Sept. 30, '76	8.25	9 D.	32	Broadway and 7th Avenue	266,105	80,000		47,031	Loss.					Broadway and 7th Avenue	210,000	7	J. & D.	1882											
Sept. 30, '76	90.00	1978	441	Brooklyn, Bath & Coney I.	2,460,056	2,000,000	80,000		47,031	Loss.				1st Mortgage	600,000	7	J. & D.	1884											
Sept. 30, '76	23.60	287	72	Brooklyn City	579,359	400,000	55,710	196,743	59,363					Brooklyn, Bath & Coney I.	80,000	7	J. & J.	1892											
Sept. 30, '76	19.93	231	57	1st Mortgage	719,356	395,400	300,000	178,933	37,348					Brooklyn City	300,000	7	M. & N.	1882											
Sept. 30, '76	17.35	111	28	Brooklyn City & Newtown	414,238	28,000	238,000	62,332	9,991					Brooklyn City & Newtown	400,000	7	J. & D.	1879											
Sept. 30, '76	17.92	411	71	1st Mortgage	648,925	100,000	663,859	211,606	33,422					1st Mortgage	400,000	7	J. & D.	1879											
Sept. 30, '76	11.00	134	32	Brooklyn Cross-Town	499,604	309,000	200,000	176,149	107,374					Brooklyn Cross-Town	300,000	7	J. & J.	1888											
Sept. 30, '76	30.30	149	30	1st Mortgage	824,300	824,300	150,000	77,187	77,187	9	100	100	100	1st Mortgage	300,000	7	J. & J.	1888											
Sept. 30, '76	4.92	149	30	Buffa o East Side	817,046	600,000	240,000	74,979	Deficit					Buffa o East Side	200,000	7	J. & J.	1894											
Sept. 30, '76	24.06	1108	131	1st Mortgage	2,076,700	1,676,700	1,200,000	77,215	18,286					1st Mortgage	200,000	7	J. & J.	1894											
Sept. 30, '76	6.00	176	26	Central Cross-town (N.Y.C.)	768,500	650,000	68,500	93,112	5,617					Central Cross-town (N.Y.C.)	240,000	7	A. & O.	1894											
Oct. 31, '76	9.80	242	49	1st Mortgage	232,467	192,750		359,714	106,982	40	50	20	130	1st Mortgage	600,000	7	M. & N.	1893											
Oct. 31, '76	9.61	227	38	Cambridge (Boston)	179,870	184,000	50,000	207,918	41,817	200	60	46		Cambridge (Boston)	200,000	7	J. & J.	1889											
Sept. 30, '76	15.03	248	26	1st Mortgage	716,769	500,000	307,000	207,280	37,993					1st Mortgage	200,000	7	J. & J.	1889											
Sept. 30, '76	11.25	876	131	Oambridge (Boston):	1,191,213	1,200,000	1,005,000	937,476	322,356	8	100	100		Oambridge (Boston):	150,000	6	J. & J.	1881											
Sept. 30, '76	10.31	1078	131	1st Mortgage, guar.	1,823,076	1,000,000	203,000	839,785	138,410	12	100	100		1st Mortgage, guar.	150,000	6	J. & J.	1881											
Dec. 31, '76	7.09	92	17	Central Cross-town (N.Y.C.)	276,920	232,725		41,195	46,833	8,443				Central Cross-town (N.Y.C.)	240,000	7	A. & O.	1894											
Oct. 31, '76	5.87	32	20	1st Mortgage	166,719	100,000	75,000	72,901	8,639	25	25			1st Mortgage	240,000	7	A. & O.	1894											
Sept. 30, '76	10.26	453	64	Central Park N. & E. River	1,054,679	748,000	236,000	348,096	56,907	9	100	100		Central Park N. & E. River	200,000	7	J. & D.	1885											
Oct. 31, '76	22.86	602	71	1st Mortgage, consol.	937,902	600,000	211,500	492,715	98,104	10	50	50	72	1st Mortgage, consol.	200,000	7	J. & D.	1885											
Oct. 31, '76	34.91	452	73	Coney Island & Brooklyn:	772,305	539,514	106,500	471,319	103,017	7	50	50	70	Coney Island & Brooklyn:	307,000	7	J. & J.	1877											
Sept. 30, '76	8.77	163	27	1st Mortgage	321,840	170,000	90,000	95,236	24,406					1st Mortgage	307,000	7	J. & J.	1877											
Sept. 30, '76	8.50	172	41	D. Dock, E.R. & B. & Battery	460,59	200,000	102,427	77,578	2,700					D. Dock, E.R. & B. & Battery	100,000	7	J. & D.	1891											
Oct. 31, '76	7.94	241	43	1st Mortgage (Consol.)	262,912	150,000	100,000	211,719	6,322	27	50	15	49	1st Mortgage (Consol.)	100,000	7	J. & D.	1891											
Sept. 30, '76	11.95	139	26	Eighth Avenue (N. Y.)	287,502	299,100	146,000	97,966	5,364					Eighth Avenue (N. Y.)	203,000	7	J. & J.	1896											
Sept. 30, '76	11.86	321	58	42d st. & G'd st. Ferry (N.Y.)	717,250	238,750	478,500	338,493	60,400					42d st. & G'd st. Ferry (N.Y.)	203,000	7	J. & J.	1896											
Oct. 31, '76	17.22	471	76	1st Mortgage	402,727	300,000	125,000	359,918	93,105	16	50	25	211	1st Mortgage	203,000	7	J. & J.	1896											
Sept. 30, '76	6.50	264	38	Frankford and Southwark:	450,083	220,000	120,000	227,438	41,250	8	100	100		Frankford and Southwark:	236,000	7	A. & O.	1883											
Sept. 30, '76	10.75	63	22	1st Mortgage	100,000	100,000		22,019	594					1st Mortgage	111,500	7	J. & J.	1877											
Oct. 31, '76	5.99	132	22	2d Mortgage	179,807	125,000	62,56	109,882	21,307	12	55	124	21	2d Mortgage	100,000	7	M. & N.	1891											
Sept. 30, '76	7.50	7	12	Germantown:	165,000	75,000	90,000	20,761	3,337					Germantown:	100,000	7	M. & N.	1891											
Sept. 30, '76	6.09	50	12	2d Mortgage	100,569	93,100		33,927	4					2d Mortgage	100,000	7	J. & D.	1881											
Sept. 30, '76	12.79	262	37	Grand St. & Newtown:	291,296	200,000	50,000	166,496	15,587					Grand St. & Newtown:	90,000	7	A. & O.	1887											
Sept. 30, '76	8.50	60	15	1st Mortgage	60,246	165,500	14,000							1st Mortgage	90,000	7	A. & O.	1887											
Sept. 30, '76	6.21	60	15	Green and Coates:	79,770	50,000		83,422	2,615					Green and Coates:	100,000	7	J. & J.	1876											
Sept. 30, '76	47.50	1317	365	1st Mortgage	2,708,761	1,600,000	743,412	1,126,707	219,958	7	100	100	621	1st Mortgage	203,000	7	J. & J.	1891											
Sept. 30, '76	10.03	312	63	Harl. Br. Morris' & Fordh:	738,080	400,000	376,000	249,821	61,500	6	100	100	82	Harl. Br. Morris' & Fordh:	146,000	7	J. & J.	1889											
Sept. 30, '76	8.55	62	32	1st Mortgage	207,197	150,000	35,900	32,660	2,792					1st Mortgage	100,000	7	J. & J.	1876											
Sept. 30, '76	8.32	36	8	Hous. W. St. & Pavonia F.	81,066	50,000		30,190	2,457					Hous. W. St. & Pavonia F.	478,500	7	J. & D.	1891											
Sept. 30, '76	4.20	6 D.	12	1st Mortgage	1,677,622	798,300	771,000	93,657	de 477	100	100			1st Mortgage	125,000	7	J. & D.	1880											
Sept. 30, '76	7.40	52	17	Highland (Boston):	338,558	300,000		65,386	3,197					Highland (Boston):	120,000	7	F. & A.	1894											
Sept. 30, '76	6.10	200	30	Metropolitan (Boston):	17 New Wmsburg & Flatbush N.Y.	338,558	300,000	106,830	69,979					Metropolitan (Boston):	743,000	7	J. & J.	1894	1071										
Sept. 30, '76	11.16	124	29	1st Mortgage	12 New York Elevated	1,677,622	798,300	771,000	93,657	de 477	100	100		1st Mortgage	100,000	6	M. & S.	1884											
Dec. 31, '76	13.09	241	47	2d Mortgage	17 New Wmsburg & Flatbush N.Y.	338,558	300,000	106,830	69,979					2d Mortgage	100,000	6	A. & O.	1880											
Sept. 30, '76	14.40	100	42	3d Mortgage	20 Ninth Avenue (N. Y. City) N.Y.	999,422	799,200	207,000	20,693					3d Mortgage	176,000	8	F. & A.	1885	1084										
Oct. 31, '76	9.83	57	13	New York Elevated:	242,310	142,100	1																						

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe.:	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	.....	.....	.....
1875.....	117,417	144,132	180,246	197,000	213,996	189,370	198,851	248,138	265,593	285,000	.....	.....	.....
Central Pacific:	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,632	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1873.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,537	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1874.....	963,939	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,235	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209	17,021,016
1875.....	961,000	1,000,000	1,133,000	1,468,000	1,700,000	1,639,000	1,507,000	1,689,000	1,886,000	1,987,000	.....	.....	.....
Canada Southern:	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	.....	.....	.....
1875.....	123,742	141,161	165,431	168,452	123,088	111,008	108,787	148,968	158,618	156,986	.....	.....	.....
Chicago and Alton:	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1873.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,186,238
1874.....	319,928	323,219	363,627	367,956	381,004	382,233	387,445	411,960	490,283	489,019	395,779	269,311	4,656,764
1875.....	320,392	332,055	353,719	353,530	442,487	441,390	397,269	499,272	517,932	526,406	.....	.....	.....
Chicago and Northwestern:	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,593	1,075,908	1,052,915	13,816,465
1873.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,655	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1874.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,692	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1875.....	808,842	854,627	944,450	919,978	1,090,752	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:	334,715	423,716	555,287	574,268	805,802	929,311	834,341	767,871	1,193,210	1,012,741	771,780	843,193	9,046,124
1873.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1874.....	466,101	323,273	502,765	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,255,744	.....
1875.....	527,000	518,000	567,388	650,994	819,553	877,571	685,753	569,482	646,150	817,569	.....	.....	.....
Clev., Col., Cin. & Ind.:	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	323,596	4,887,448
1873.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,731	387,376	409,237	353,564	325,309	4,248,606
1874.....	277,140	255,239	301,666	304,424	303,689	235,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
Erie:	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,379,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,089	.....	.....	.....	.....
Hannibal & St. Joseph:	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,668	154,634	.....	.....	.....	.....
1875.....	142,963	156,111	174,335	148,573	141,289	141,426	138,087	171,381	183,033	.....	.....	.....	.....
Illinois Central:	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	638,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,519	610,459	604,381	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	588,446	608,126	605,494	546,032	585,969	614,434	482,003	595,100	623,057	718,740	.....	.....	.....
Kansas Pacific:	189,606	191,738	300,783	322,875	341,843	332,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,756	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	254,788	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:	1,090,039	1,082,656	1,320,092	1,225,281	1,301,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1873.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,478,074	1,643,640	1,774,321	1,567,875	1,492,235	17,699,935
1874.....	1,445,220	1,609,933	1,774,128	1,709,880	1,663,040	1,604,443	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,609
1875.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1876.....	1,163,564	1,037,518	1,287,811	1,275,664	1,100,142	1,065,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
Michigan Central:	411,113	394,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	497,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	501,804	537,031	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,234	468,908	413,302	484,792	552,484	609,888	525,480	481,568	6,129,555
1875.....	500,902	441,633	611,311	600,066	556,789	491,823	462,231	534,001	630,814	669,785	.....	.....	.....
1876.....	518,567	548,669	583,981	610,443	629,348	533,170	430,635	542,772	622,526	647,210	.....	.....	.....
Mo., Kan. & Texas:	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,523	399,939	370,710	309,028	285,603	3,444,321
1873.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
1874.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	263,208	291,827	305,144	.....	.....	.....
1875.....	255,459	254,722	245,814	214,788	212,938	233,126	224,308	294,361	324,144	335,275	.....	.....	.....
Ohio and Mississippi:	283,605	291,630	333,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,867
1873.....	266,039	243,167	304,842	293,665	268,807	292,546	282,642	311,140	366,131	382,544	393,575	297,678	3,612,776
1874.....	245,939	244,983	309,908	273,441	257,971	256,772	237,333	250,320	340,751	345,805	324,857	337,915	3,426,050
1875.....	315,021	290,832	307,360	305,113	310,908	310,210	247,646	292,897	330,111	341,679	.....	.....	.....
Philadelphia and Reading:	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1873.....	657,319	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1874.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,496,091	1,324,348	1,049,136	16,990,006
1875.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1876.....	447,172	417,644	575,740	650,270	659,193	917,514	1,555,974	1,631,339	1,656,268	1,722,954	1,438,733	.....	.....
St. Louis, I. Mt. & South'n:	145,934	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,349	2,539,538
1873.....	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,360	385,000	.....
1874.....	250,790	281,911	275,910	264,560	275,147	294,631	226,241	283,957	333,776	383,604	.....	.....	.....
1875.....	352,200	312,500	295,000	275,400	264,900	262,300	252,500	288,900	374,000	440,600	.....	.....	.....
St. Louis, Kans. C. & North'n:	208,088	196,155	243,911	220,692	198,083	178,332	153,497	248,836	246,621	263,240	.....	.....	.....
1875.....	246,098	282,979	271,230	234,002	237,354	228,720	216,916	255,686	290,601	328,502	.....	.....	.....
Toledo, Peoria and Warsaw:	71,437	61,809	72,805	74,809	70,592	77,963	89,402	113,018	123,854	127,167	.....	.....	.....
1875.....	99,208	112,240	102,737	118,043	125,209	135,928	92,749	143,471	146,028	137,978	.....	.....	.....
Union Pacific:	528,529	500,139	539,238	706,603	802,586	746,450	643,059	664,051	728,521	719,698	570,168	505,053	7,654,094
1873.....	479,573	373,935	499,899	584,540	724,466	728,174	673,693	681,865	800,402	777,362	708,148	469,932	7,521,633
1874.....	273,936	534,115	565,861	741,802	890,442	835,459	743,382	789,567	863,754	980,705</			

NATIONAL AND STATE SECURITIES.

	Amount outstand- ing.	Interest.				Amount outstand- ing.	Interest.			
		Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Rate.	Payable.	WHEN PAY- ABLE.	Market Price.
National Securities, Nov. 1, 1870.										
Loan of June 14, 1865.....registered	\$200,000	5	Jan. & July.	1874	110 1/2	Masachusetts—(\$29,465,304):				
Loan of February 8, 1861.....registered	13,795,500	6	Jan. & July.	1880	117 1/2	.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1894
.. coupon	4,620,000	6	Jan. & July.	1881	117 1/2	.. Harbor Land Improvement bonds, 1874	400,000	5	Jan. & July.	1894
Oregon War Bonds of March 2, 1861.....coupon	126,137,550	6	Jan. & July.	1881	117 1/2	.. Back Bay Land bonds, 1861 and 1862....	220,000	5	May & Nov.	1880
Loan of July 17, and Aug. 5, 1861.....registered	63,183,900	6	Jan. & July.	1881	117 1/2	.. Union Defense Loan, 1861.....	1,860,000	6	Jan. & July.	1876
.. coupon	53,183,900	6	Jan. & July.	1881	117 1/2	.. Union Defense Loan, 1862.....	50,000	5	June and Dec.	77-78
Loan of Feb. 25, 1862 (5-20s).....registered	33,735,700	6	May & Nov.	1882	117 1/2	.. Coast Defense Loan, 1863.....	888,000	5	Jan. and July.	1883
.. coupon	31,264,700	6	Jan. & July.	1881	117 1/2	.. Bounty Fund Loan, 1863 and 1864.....	8,380,244	5	Jan. & July.	1884
Loan of March 3, 1862 (5-20s).....registered	33,735,700	6	Jan. & July.	1881	117 1/2	.. War Fund Loan, 1869.....	999,944	5	Various	1889
.. coupon	31,264,700	6	May & Nov.	1884	117 1/2	.. Troy & Greenfield R.R. & Tunnel Loan.	10,971,992	5	Jan. & July.	1890
Loan of March 3, 1864 (5-20s).....registered	33,735,700	6	Jan. & July.	1881	117 1/2	.. R. H. & Erie R. R. Loan.....	3,599,029	5	Jan. & July.	1890
.. coupon	31,264,700	6	Jan. & July.	1881	117 1/2	Michigan—(\$1,664,000):				
Loan of June 30, 1864 (5-20s).....registered	33,735,700	6	Jan. & July.	1881	117 1/2	.. Renewal Loan bonds, 1858.....	105,000	6	Jan. & July.	1878
.. coupon	31,264,700	6	Jan. & July.	1881	117 1/2	.. Two Million Loan bonds, 1863....	1,032,000	6	Jan. & July.	1878-80
Loan of March 3, 1865 (5-20s).....registered	33,735,700	6	Jan. & July.	1881	117 1/2	.. Was Bounty Loan bonds, 1865.....	320,000	7	May & Nov.	1890
.. coupon	31,264,700	6	Jan. & July.	1881	117 1/2	Minnesota—(\$2,755,000):				
.. 2d series (5-20s).....registered	33,735,700	6	Jan. & July.	1881	117 1/2	.. State Buildings Loan, 1867 to 1869....	250,000	7	Jan. & July.	77-79
.. coupon	31,264,700	6	Jan. & July.	1881	117 1/2	.. State Buildings Loan, 1873, coupon	230,000	7	Jan. & July.	83-03
.. 3d series (5-20s).....registered	33,735,700	6	Jan. & July.	1881	117 1/2	.. Railroad Aid bonds, 1868, (repudiated).	2,275,000	7	Jan. & July.	1887
.. coupon	31,264,700	6	Jan. & July.	1881	117 1/2	Missouri—(\$17,839,000):				
.. 4th series (5-20s).....registered	33,735,700	6	Jan. & July.	1881	117 1/2	.. State Debt Proper, 1865 and 1868.....	489,000	6	Jan. & July.	81-91
.. coupon	31,264,700	6	Jan. & July.	1881	117 1/2	.. Consolidation bonds, 1868.....	2,727,000	6	Jan. & July.	1888
Loan of March 3, 1864 (10-40s).....registered	33,735,700	6	Mar. & Sept.	1904	114 1/2	.. Funding Bonds, 1874.....	1,100,000	6	Jan. & July.	94-96
.. coupon	31,264,700	6	Mar. & Sept.	1904	114 1/2	.. Railroad Aid bonds, 1853-66.....	15,868,000	6	Jan. & July.	70-87
Consols of July 14, '70 & Jan. 20, '71.....registered	296,659,700	6	F. M. A. & N.	1881	111 1/2	.. State Institution bonds, 1872 to 1874....	605,000	6	Jan. & July.	92-94
.. coupon	296,659,700	6	F. M. A. & N.	1881	111 1/2	Nevada—(\$160,000):				
Debt matured and without interest.....(var.)	2,815,240	3	Due	1875	100	.. Bonds funding floating debt, 1871.....	160,000	10	Mar. & Sept.	1881
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	4	Jan. & July.	1875	100	New Hampshire—(\$3,724,100):				
Certificates of Indebtedness 1870.....(cur.)	64,825,618	4	Jan. & July.	1875	100	.. War Loan Bonds, of 1861.....	418,000	6	Jan. & July.	75-78
Pacific R. R. Bonds (registered).....(currency)	367,601,408	na	Jan. & July.	1875	124	.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	84-89
United States Notes (registered).....	367,601,408	na	Jan. & July.	1875	124	.. State bonds, 1873.....	500,000	6	Jan. & July.	79-80
Fractional Currency.....	25,556,478	na	Jan. & July.	1875	124	.. Equalization (Municipal) bonds, 1872....	2,206,100	6	Jan. & July.	92-05
State Securities, Interest dates.										
Alabama—(\$21,070,510):						New Jersey—(\$2,496,300):				
.. Bonds (old), extended.....	2,882,800	5	May & Nov.	'86-'92	31	.. War Loan (tax free) bonds, 1861.....	1,000,900	6	Jan. & July.	78-84
.. Bonds (new), 1868, '68 '72 and '73.....	2,212,700	5	Jan. & July.	'86-'93	35	.. War Loan (tax free) bonds, 1863....	900,900	6	Jan. & July.	86-90
.. Bonds (new), 1874.....	341,000	7	Jan. & July.	1894	10	.. War Loan bonds, 1864.....	593,400	6	Jan. & July.	87-92
.. R. R. Loans (\$2,300,000) & endorsements.	16,051,000	8	Jan. & July.	'80-'91	10	New York—(\$29,776,787):				
Arkansas—(\$12,733,086):						.. Bounty Loan bonds, coupon.....	1,057,000	7	Jan. & July.	1877
.. Bonds (Funding), 1869 and 1870.....	3,050,000	6	Jan. & July.	1899	33	.. Bounty Loan bonds, registered.....	14,855,000	7	Jan. & July.	1877
.. Leave bonds (warrants), 1871.....	1,460,000	7	Jan. & July.	1900	102	.. State (Deficiency) Stock, '38, part at will	889,781	6	J. A. J. & O.	1877
.. Deficiency Bonds, 1872.....	300,000	7	Jan. & July.	1882	102	.. Canal Stock (old).....	880,000	6	June & Dec.	1877
.. Bonds (for \$2,500,000), 1876.....	300,000	7	Jan. & July.	1895	102	.. Canal Stock, 1872.....	1,562,900	6	Jan. & July.	1877
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	5	.. Canal Stock, 1873.....	847,500	6	Jan. & July.	1883
California—(\$3,396,500):						.. Canal Stock, 1873.....	4,302,600	6	Jan. & July.	1891
.. U. C. L. bonds, 1857 and 1860.....	75,500	7	Jan. & July.	'77-'80	116	.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892
.. Relief Fund bonds, 1863.....	95,500	7	Jan. & July.	1883	116	North Carolina—(\$28,419,045):				
.. Relief Capital bonds, 1870 to 1872.....	500,000	7	Jan. & July.	1885	116	.. Railroad and Improvement (old) bonds.	4,738,800	6	Jan. & July.	75-96
.. Funding bonds, 1874, (guar. by U. S.)...	2,301,000	6	Jan. & July.	1893	116	.. Railroad and Improvement (old) bonds.	3,639,400	6	April & Oct.	75-96
Connecticut—(\$6,014,000):						.. Railroad and Improvement (new) bonds	2,383,000	6	Jan. & July.	75-98
.. War Loan bonds (10-20 yrs), 1861.....	508,900	6	Jan. & July.	1881	113	.. Railroad and Improvement (new) bonds	1,695,000	6	April & Oct.	75-8
.. War Loan bonds (20 yrs), 1863 and '64....	2,195,500	6	Jan. & July.	'83-'84	113	.. Funding (new) bonds, 1868.....	2,417,400	6	Jan. & July.	1900
.. War Loan bonds (10-30 yrs), 1864.....	508,500	6	April & Oct.	1894	113	.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1899
.. War Loan bonds (30 yrs), tax free, 1868.	1,741,100	6	Jan. & July.	1885	113	.. Special Tax bonds.....	11,407,000	6	Jan. & July.	98-99
Delaware—(\$1,231,000):						Ohio—(\$7,988,205):				
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1886	116	.. Loan (sinking fund), 1850.....	1,473,115	6	Jan. & July.	1875
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892	116	.. Loan (sinking fund), 1860.....	4,072,640	6	Jan. & July.	1881
.. Improvement (cur.) bonds, 1873.....	790,000	7	Jan. & July.	1893	116	.. Loan (sinking fund), 1866.....	2,400,000	6	Jan. & July.	1886
.. Funding bonds, 1874, (guar. by U. S.)...	10,594,560	3.5	Feb. & Aug.	1924	68	Oregon—(\$246,027):				
Florida—(\$6,431,797):						.. Bounty and Relief bonds.....	4,027	7	Jan. & July.	75-84
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891	102	.. Willamette Canal and Lock bonds, 1870	200,000	7	Jan. & July.	1890
.. Consolidated (gold) bonds of 1878.....	609,200	7	Jan. & July.	1903	102	Pennsylvania—(\$24,568,635):				
.. Loan (J. P. & M. R. R.) gold bonds, 1870	4,000,000	8	Jan. & July.	1890	102	.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879
Georgia—(\$19,823,000):						.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	6	Feb. & Aug.	'78-'86	98	.. Loans, May '52 & Apr. '62, reg. & coup.	3,540,500	5	Feb. & Aug.	77-78
.. Bonds, act March 12, 1866.....	5,600,000	7	Jan. & July.	1886	107	.. Stock Loan of Feb. 2, 1867, 2d series....	7,890,550	6	Jan. & July.	1877
.. Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1890	104	.. Stock Loan of Feb. 2, 1867, 3d series....	9,271,850	6	Jan. & July.	1882
.. Bonds (gold), act Oct. 1870.....	1,880,000	7	April & Oct.	1890	104	.. Stock Loan of Feb. 2, '67, lat. 2d & 3d ser.	434,850	5	Jan. & July.	72-82
.. Bonds (funding), 1873.....	1,200,000	8	Jan. & July.	'78-'86	104	.. Agricultural College Land Scrip, 1872....	500,000	6	April & Oct.	1876
.. Bonds to Brunswick & Albany R.R., '70	1,600,000	7	June & Dec.	1890	104	Rhode Island—(\$2,638,000):				
.. Railroad aid bonds (endorsed), 1870 & '71	7,946,900	var	Various.	'90-'91	102	.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882
Illinois—(\$1,689,045):						.. War Loan bonds of 1863 and 1864.....	1,619,000	6	Various.	'93-'94
.. Interest bonds, 1847.....	940,445	6	Jan. & July.	1878	103	.. State House Stock, 1856 to 1861.....	944,918	6	Jan. & July.	'77-'80
.. Refunded Stock bonds, 1859.....	320,000	6	Jan. & July.	var.	103	.. State House bonds, 1853 and 1854.....cur.	287,000	6	Jan. & July.	'71-'80
.. Chicago Relief bonds, 1871.....	250,000	6	May & Nov.	1881	103	.. Blue Ridge R. R. bonds, 1854.....	887,000	6	Jan. & July.	'75-'79
Indiana—(\$910,000):						.. Funding Stock and bonds, 1866.....	884,113	6	Jan. & July.	'87-'97
.. Temporary Loan bonds, 1873.....	910,000	7	April & Oct.	1876	103	.. Funding and Conversion bonds, 1868-'69	3,764,850	6	J. A. J. & O.	'82-'89
Iowa—(\$643,000):						.. Land Commission bonds, 1869 and 1870.	261,000	6	Jan. & July.	1889
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	103	.. Fire Loan Stock of 1833.....	292,641	6	J. A. J. & O.	1889
Kansas—(\$1,336,175):						.. Relief (Treasury) bonds, 1860.....	616,000	7	Jan. & July.	1888
.. Funding & c. bonds 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	103	.. Consolidated bonds, 1873, reg. and coup.	1,391,084	6	Jan. & July.	1893
.. Bonds (various) 1866 to 1869.....	889,000	7	Jan. & July.	'78-'99	103	.. Railroad bond endorsements.....	4,707,608	var	Various.	var.
.. Military loan bonds, 1864 to 1869.....	346,000	7	Jan. & July.	'84-'99	103	Tennessee—(\$47,185,617):				
Louisiana—(\$21,099,100):						.. State Bonds (direct).....	2,641,000	6	April & Oct.	30 yrs
.. Treasury Relief bonds, 1863.....	735,000	6	Jan. & July.	1893	42	.. Railroad, &c., Loan bonds.....	25,530,000	6	Jan. & July.	30 yrs
.. Leave bonds, 1866.....	1,000,000	8	Various.	1886	42	.. Funding bonds, 1866 and 1868.....	7,141,000	6	Jan. & July.	'97-'99
.. Leave bonds, 1867.....	3,962,000	8	May & Nov.	1907	42	.. Funding bonds, 1873, coupon and reg.	6,222,000	6	Jan. & July.	1914
.. Leave bonds, 1870.....	2,966,000	8	Mar. & Sept.	1875	42	Texas—(\$4,822,073):				
.. Funding (coupon) bonds, 1868.....	722,100	6	Jan. & July.	'86-'88	42	.. State Bonds.....	125,000	6	Jan. & July.	1877
.. Funded (floating debt) bonds, 1870.....	2,821,000	6	May & Nov.	1910	42	.. State Bonds.....	76,000	6	Jan. & July.	1892
.. Penitentiary bonds, 1869.....	497,000	7	Mar. & Sept.	1899	42	.. Frontier Defense (gold) bonds.....	697,000	7	Jan. & July.	1910
.. Mica & Mex. Gulf Ship Canal bonds, '69	389,000	7.5	Various.	'72-'06	42	.. Revenue Deficiency (gold) bonds.....	500,000	7	Jan. & July.	1892
.. Railroad Aid (various) bonds.....	2,335,000	8	Various.	'99-'11	42	.. Funding (gold) Bonds.....	1,000,000	7	Jan. & July.	1904
.. Railroad Loan (var.) bonds, 1869 to 1871.	4,760,000	8	Various.	'99-'11	42	.. Funding (currency) Bonds.....	279,000	10	Mar. & Sept.	1876
.. Consolidated Funding bonds, 1874.....	961,884	7	Jan. & July.	1914	59	.. Funding (currency) Bonds.....	400,000	10	Jan. & July.	1884
Maryland—(\$11,095,019):						.. Pension (currency) Bonds.....	1,100,000	10	Jan. & July.	1894
.. Bonds to R. R. and Canals.....	5,604,120	6	J. A. J. & O.	1890	90	Vermont—(\$312,500):				
.. Bonds to R. R. and Canals.....	889,836	6	Jan. & July.	1890	103	.. War Loan bonds, 1862.....	312,000	6	Jan. & Dec.	'75-'90
.. Defense and Bounty bonds 1864 to 1868.	3,863,688	6	Jan. & July.	1883	112	Virginia—(\$50,556,403):				
.. State Loan bonds, 1870 and 1874.....	998,471	6	Jan. & July.	'85-'89	112	.. Coupon (old) bonds, 1851 to 1861.....	7,562,652	6	Jan. & July.	'86-'96
Mississippi—(\$7,088,400):						.. Registered (old) bonds, 1851 to 1861.....	700,000	6	Jan. & July.	10 to 30
.. Civil (var.) bonds, 1867 to 1861.....	171,000	6	Various.	'75-'78	104	.. Coupon (new) bonds, 1866 and 1867....	20,239,005	6	Jan. & July.	4 yrs
.. War and Bounty bonds, 1863 and 1864....	3,832,560	6	Various.	'80-'89	110	.. Registered (new) bonds, 1866 and 1867....	2,442,784	6		

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort. guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Current bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	91-9	113
2d Mortgage.....	2,675,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization).....	245,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	96
Alabama Central:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1891	90
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	111	Consol. Mortgage for \$2,000,000.	2,000,000	7	Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	103							
3d Mortgage.....	434,000	7	May & Nov.	"	1881	....	Boston, Hartford and Erie:						
Albany Loan.....	933,900	6	"	"	1895	....	1st Mortgage (old).....	275,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berdel).....	15,000,000	7	Jan. and July.	New York.	1900	101
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1890	....	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	101
Allegheny Valley:							Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1890	105	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	Bonds (Wharf Purchase).....	300,000	6	Apr. and Oct.	Boston.	1879	101
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	Apr. & Oct.	Phil. or Lond.	1900	90	Bonds of 1872 for \$1,000,000....	999,300	7	"	"	1892	105
Funding Income (traffic guar.)	5,408,900	7	"	Pittsburg.	1894	46	Boston and Maine:						
American Central:							Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	92-94	111
1st Mort., guar. by C., B. & Q.	645,000	7	Jan. & July.	New York.	1878	104	Boston and New York Air Line:						
Andrews:							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	108
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Am.	1891	....	Brunswick and Albany:						
Ashabula, Youngstown & Pitts.							1st Mort. (gold) end. by Ga. tax fr.	3,620,000	6*	Apr. and Oct.	New York.	1905	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,360,000	7*	"	"	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	90	Buffalo and Erie:						
Land Gr. 1st Mortgage (gold)....	3,374,500	7*	April & Oct.	Boston.	1900	80	Mort. bonds (ass'd by LS & MS)	200,000	7	Jan. and July.	New York.	1882	....
1st Mort. (Wichita Br.) guar.	412,000	7*	Jan. & July.	"	1902	....	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Consol. mort. gold (Oct. 1-76)...	2,074,000	7*	"	"	1903	53	Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	"	1898	105
Consol. Second Mort. (gold).....	976,000	7*	April & Oct.	Y. or Bond.	1903	....	Buffalo and Jamestown:						
Land Income Bonds.....	475,000	12	Jan. & July.	N. Boston.	....	103	Mortgage.....	1,000,000	6*	"	New York.	1902	....
Atlanta and Richmond Air Line:							Buffalo, New York and Erie:						
1st Mortgage (guar. by Georgia)...	4,248,000	8	Jan. & July.	New York.	1900	47	1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	94
Atlantic and Great Western:							Buffalo, New York & Phila.:						
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....	1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	2d Mortgage for \$1,000,000....	281,500	10	"	"	1893	....
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	Burlington, Cedar Rapids & Minn.:						
Atlantic and Gulf:							1st Mortgage, stg. skg. fund....	5,430,000	7*	May & Nov.	N. Y. & Lond.	1919	40
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington and Missouri River:						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Land and R. R. Mortgage.....	4,680,250	7	April & Oct.	N. Y. & Bond.	1893	100
Atlantic and Lake Erie:							Stock Bonds pref. 3d lien.....	322,500	8	Jan. & July.	Boston.	1878	....
1st Mort. (gold) for \$5,000,000....	....	7*	Jan. & July.	New York.	1901	....	Stock (common) Bonds.....	308,000	8	April & Oct.	N. Y. & Bond.	1879	100
Atlantic, Miss. and Ohio (428 m.):							Stock (common) Bonds.....	303,500	8	Jan. & July.	"	1894	100
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	409,500	8	"	"	1899	....
2d Mort. to State (no int. till '90)	4,000,000	....	"	"	....	....	Burlington and Mo. Riv. in Neb.:						
Atlantic and Pacific:							1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bond.	1894	102
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Bonds convertible until 1892....	600,000	8	"	Boston.	1888	92
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	Burlington and Southwestern:						
1st Mort. (So. Pac. R. assumed)	7,188,500	6*	Jan. & July.	"	1889	61	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	Cairo and Fulton (Arkansas):						
1st Mort. (Central Div.) La. G. & O.	794,000	6*	"	"	1901	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	Cairo and St. Louis (3 ft. gauge):						
Income Bonds (for funding).....	529,600	6*	"	"	1883	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Land Debentures.....	800,000	10	J. A. J. & O.	"	1884	....	Cairo and Vincennes:						
Atlantic and St. Lawrence:							1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	L. " "	1878	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
2d Mortgage (sterling) of 1864....	1,500,000	6*	April & Oct.	"	1884	....	California Pacific:						
3d Mortgage (sterling) of 1871....	718,000	6*	May & Nov.	"	1891	....	1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
Portland City Bonds, 1st M., & f.	797,000	6	"	Portland.	1886	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
Bald Eagle Valley:							First Income bonds.....	1,000,000	10*	"	"	....	....
1st Mortgage.....	384,000	6	Jan. & July.	Philadelphia.	1881	....	2d Income, or double track b'ds	1,800,000	6*	"	"	....	....
2d Mortgage.....	100,000	7	"	"	1884	....	Camden and Amboy:						
Baltimore and Ohio:							Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103
Loan of 1850-50.....	579,500	6	Jan. & July.	Baltimore.	1880	105	Loan of 1889.....	368,000	6	June & Dec.	Princeton.	1889	105
Loan of 1853-55.....	1,710,000	6	April & Oct.	"	1885	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	107
Loan of 1858-60 (Balt.) skg. f'd.	3,253,028	6	Jan. & July.	"	1890	....	Sterling Loan, S. F. (\$202,000).	1,296,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1870-95 (stg.) skg. fund.	3,338,956	6*	March & Sept.	London.	1895	....	Camden and Atlantic:						
Loan of 1872-1902 (stg.) S. F.	9,198,352	6*	"	"	1902	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	113
Loan of 1874-1910 (stg.) S. F.	9,576,000	6*	May & Nov.	"	1910	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	100
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	90
1st Mortgage (R. R.) gold guar....	3,000,000	6*	April & Oct.	"	1911	....	Canada Southern:						
Bangor and Piscataquis:							1st Mort. (skg. f'd) d for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	65
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Cape Girardeau and State Lane:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	"	1891	....
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.</	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$ 700,000	7	Feb. & Aug.	New York.	1891	98 1/2	Chicago, Iowa and Nebraska:	\$ 568,240	7	Jan. & July.	Boston.	1880	....
1st Mortgage, 1st Div. \$10,000 p.m.	582,000	7	"	"	1894	98 1/2	2d Mort. (now 1st) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 2d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	"	1915	94 1/2	Chicago and Milwaukee Railway:	1,700,000	7	Jan. & July.	New York.	1898	106
Central Branch Union Pacific:							1st Mort., guar. by C. and N.W.	477,000	8	March & Sept.	Boston.	1889	....
1st Mort. (Atch. & Pike's Peak).	1,000,000	6	May & Nov.	New York.	1895	....	1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
2d Mortgage Govern'm't acq'd.	1,000,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Central of Georgia:							1st Mortgage (on Branch).	1,325,000	8	March & Sept.	"	1892	....
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Chicago, Milwaukee and St. Paul:						
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1890	....	1st Mort. (Mil. and St. Paul R'y)	5,909,000	7	Jan. & July.	New York.	1893	101 1/2
Central of Iowa:							2d Mort. (")	1,191,000	7	April & Oct.	"	1884	90
1st Mortgage, gold, \$15,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	99
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	....	1st Mort. (East. Div. Palmer.)	647,000	8	May & Nov.	"	1874	....
Central of L. I. (Flush. N.C. & C.)							1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	90
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	....
Central of New Jersey:							1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	102
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	76 1/2	1st Mort. (Iowa and Dak. Div.)	837,000	7	"	"	1899	93
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	109 1/2	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	116
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	2d Mort. (")	1,318,000	7 1/2	"	"	1898	98
Loan of Loh. C. & Nav. Co. (ash'd)	2,310,000	7	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (East. and Dak. Div.)	467,000	7	Jan. & July.	"	1902	88
Consol. Mort. for \$25,000,000....	14,150,000	7	"	New York.	1899	77 1/2	1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	"	1891	....
Central Ohio (B. and O.)							Real Estate Purchase.....	148,500	7	"	"	....	....
1st Mortgage guaranteed.....	2,500,000	8	March & Sept.	Baltimore.	1890	101 1/2	Equipment and Bridge Bonds...	245,000	10	June & Dec.	"	1883	....
Central Pacific of California:							Consol. Mort. for \$35,000,000....	2,154,000	7	Jan. & July.	"	1905	88
1st Mort., 30 years bonds, (gold)	25,883,000	6	Jan. & July.	New York.	1905	100	Chicago and Northwestern:						
Convertible 20 years bonds, gold	1,453,000	7	"	"	1883	103	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	100
State Aid B'ds (Int. by State) gold	1,500,000	7	"	Sacramento.	1884	108 1/2	General 1st Mortgage (193 m.)	3,578,000	7	"	"	1885	106
2d Mort. (Govern'm't Subsidy)	27,855,580	6	"	U.S. Treasury.	1905	100	Funded coupons (193 m.)	740,300	7	May & Nov.	"	1883	103
1st Mort. (Western Pacific) gold	2,755,000	6	"	New York.	1899	102 1/2	Appleton Ext. (23 m. & 75,000 ac.)	146,000	7	Feb. & Aug.	"	1885	100
1st Mort. (Calif. & Oregon) gold	5,000,000	6	"	"	1888	94 1/2	Green Bay Ext. (26 m. & 75,000 a.)	265,000	7	"	"	1885	100
1st Mort. (S. Fr. Okla. & Ala.)	500,000	8	"	"	1890	93	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	"	"	1882	....
1st Mort. (San Joaquin V.D.) gold	6,050,000	6	April & Oct.	"	1900	97	Elgin and State Line.....	122,000	6	Jan. & July.	"	1878	....
Land bonds (Cen. Pac. Co.) gold	9,029,000	6	"	"	1900	97	Mississippi River Bridge.....	186,000	7	"	"	1884	101
Central Vermont:							1st Mortgage (Peninsula).....	328,000	7	March & Sept.	"	1898	102 1/2
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	9	Consol. skg fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	"	1915	95 1/2
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	2	General Consol. Gold Bonds....	9,758,000	7	June & Dec.	"	1902	....
1st Mort. (Stan. Shatt. and Chi.)	600,000	7	Jan. & July.	"	1887	....	1st Mort. S. F. Madison Exten.)	3,150,000	7	April & Oct.	"	1911	....
Income and Extension Bonds...	1,008,600	8	May & Nov.	"	1902	26	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1911	....
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	1889	25	2d Mort. (Mil. & Chi. R. R.) guar.	2,000	7	"	"	1898	106 1/2
Equipment Mort. (")	1,000,000	8	Jan. & July.	"	1891	35 1/2	1st Mort. (Chic. & Mil. R. W.) guar.	1,700,000	7	Jan. & July.	"	1898	106
Bonds, guar. (Vt. and Canada)	500,000	6	"	"	1891	....	1st Mort. (Bel. & Mad. R. R.) guar.	284,000	7	"	"	1888	....
Missisquoi R.R. (")	3,000,000	6	March & Sept.	"	1904	....	Chicago, Portage and Superior:						
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	"	"	1904	....	1st Mort. (Chic. & N. Pac. Air-L.)	25,000 p.m.	7	June & Dec.	New York.	1902	....
Charleston and Savannah:							Chicago, Omaha and St. Joseph:						
1st Mortgage guar. by State....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage for \$2,000,000....	.....	8	April & Oct.	New York.	1901	....
Funded Interest on 1st Mort....	157,400	7	"	"	1889	....	Chicago and Paducah (C. B. & Q.)	2,304,000	7	Jan. & July.	Boston.	1903	....
Charlotte, Columbia & Augusta:							1st Mortgage \$25,000 p. m. gold.	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	76	Chl. & Southw'n (C.B. & Q.)	9,000,000	7	Jan. & July.	New York.	1896	111 1/2
Charters:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chicago, Rock Island and Pacific:						
Oberlin and Darlington:							1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	111 1/2
1st Mortgage dated Jan. 1, 1875.	141,000	8	April & Oct.	Charleston.	1883	....	Chl. & Southw'n (C. R. I. & Pac.)	5,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage dated Jan. 1, 1889.	75,000	7	Jan. & July.	"	1883	....	1st Mortgage gold, tax free, guar....	1,000,000	7	June & Dec.	"	1901	....
Cherry Valley, Sharon and Alb.							Chicago Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	Chicago, Wisconsin & Canada:						
Chesapeake and Ohio:							1st Mort. gold, skg. fd for \$410,000	.....	7	Jan. & July.	New York.	1902	....
1st Mort. (gold) skg. fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	31	Chicago and Superior:						
1st Mort. Extension, (con. or reg)	6,423,000	7	Jan. & July.	"	1902	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	1st Mortgage (gold) for \$5,000,000	.....	7	Jan. & July.	"	1902	....
2d Mort. (") coupon.....	902,000	6	"	"	1884	....	Chillicothe and Brunswick:						
Income (") coupon.....	300,000	8	"	"	1876	....	1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Funded Interest, coupon.....	180,500	8	"	"	1877	....	Cincinnati and Baltimore:						
Cheshire:							1st Mort. guar. by B. & O. M. & C.	822,000	7	Jan. & July.	Baltimore.	1900	98 1/2
Coupon bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	177-80	97 1/2	Cincinnati, Hamilton and Dayton:						
Chester Creek (Phil. & Balt. Cent.)							1st Mortgage of 1868.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mort., guar. by P. W. & B.	184,000	6	Jan. & July.	Philadelphia.	1903	....	2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....
Chester and Tamaqua:							3d Mortgage of 1867.....	500,000	8	June & Dec.	"	1877	....
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	....	Cincinnati, Ham. & Ind. (C. H. & D.)	1,846,000	7	Jan. and July.	New York.	1903	103
Chicago and Alton:							1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
1st Mortgage, pref. sinking fund.	95,000	7	May & Nov.	New York.	1877	107	Consolidated Mortgage.....	471,000	7	June & Dec.	"	1914	....
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	118	Cincinnati and Martinsville:						
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	106	1st Mort., guar. by I. C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Consol. Bonds (\$2500 skg. each).	3,393,200	6	Jan. & July.	London.	1903	....	Cincinnati & Muskingum Valley:						
1st Mort. (St. L. & C.) assumed	544,000	7	April & Oct.	New York.	1894	104	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
2d Mort. (") assumed	188,000	7	Jan. & July.	"	1898	....	Cincinnati, Richmond & Chicago:						
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	"	1900	92	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Chicago, Burlington and Quincy:							2d Mortgage.....	65,000	7	"	"	1889	....
Trust Mortgage skg. fund.....	2,871,000	8	Jan. & July.	New York.	1883	116	Cinc., Rich. & Ft. Wayne (G. R. & L.)	1,800,000	7	June & Dec.	New York.	1921	....
Trust Mortgage, skg. fund con.	150,000	8	"	"	1883	....	Cincinnati, Sandusky and Clev.						
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	....	1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	64
Loan of 1872.....	2,391,476	7	Jan. & July.	Boston.	1896	108 1/2	1st Mort. (San. Day. & Cin. S.F.)	988,000	6	Feb. & Aug			

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	600,000	7	Jan. and July	New York.	1913	100	Detroit & Bay City (Mich. Cent.):	2,330,000	8	May and Nov.	New York.	1902	70
Construction and Equip. bonds.	1,096,000	7	"	"	1892	100	1st Mort. (\$424,000 guar.)	2,330,000	8	"	"	"	"
4th (now 3d) Mortgage guar.	1,487,000	7	May & Nov.	"	1906	110	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	"	"	1906	110	1st Mortgage for \$22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891	100
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd b'd (ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	106	1st Mort. \$18,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	100
3d Mortgage (")	1,000,000	7	April & Oct.	"	1892	107	2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	"	1881	100
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort. a.f. (ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	111	1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	100
2d Mortgage (")	860,000	7	April & Oct.	"	1886	105	1st Mortgage (on Branches)	675,000	8	June & Dec.	"	1897	100
Colebrookdale:							2d Mortgage	1,369,000	8	Feb. & Aug.	"	1893	44
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	50	1st Mort. (Lonia and Lansing)	770,000	8	Jan. & July.	New York.	1889	100
Colorado Central (3 ft. gauge):							2d Mort. (")	81,000	8	May & Nov.	"	1880	100
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	100	Detroit & Milwaukee (Gt. W. of Can.)						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.)	2,500,000	7	May & Nov.	New York.	1875	100
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	104	2d Mortgage	1,000,000	8	"	"	1875	100
2d Mortgage skg fund.	5,582,400	7	Feb. & Aug.	"	1909	10	1st Funded Coup. (D. & M.R.)	625,924	7	Jan. & July.	"	1875	100
Income convertible.	3,893,000	7	"	"	1890	10	2d Funded Coup.	375,734	7	May & Nov.	"	1876	100
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1895-96	65	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	100
2d Mort. (")	344,400	7	"	"	1895	65	2d Mort. (")	100,000	7	Jan. & July.	"	1878	100
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	100	3d Mort. (")	250,000	8	Feb. & Aug.	"	1878	100
1st M., s.f. (")	39,850	7	May & Nov.	"	1895	100	Bonds of Sept. 1, 1866	110,000	7	March & Sept.	"	1886	100
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	100	Bonds of June 30, 1866	1,702,317	6 1/2	Jan. & July.	"	1886	100
2d Mort. (")	821,000	10	May & Nov.	"	1904	100	Detroit, Mon. & Tol. (L.S. & M.S.)						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	100	1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	100
2d Mortgage (Ind. Central)	688,500	7	"	"	1882	100	Dixon, Peoria and Hannibal:						
1st Mort. (Tol., Logan's p't & Bur.)	554,500	7	Feb. & Aug.	"	1884	100	1st Mort. guar. by C., B. and Q.	768,000	8	Jan. & July.	New York.	1889	100
Income (")	74,024	7	"	"	1895	100	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	100	1st Mortgage tax free	582,000	7	Jan. & July.	New York.	1883	100
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	100	1st Mortgage	450,000	7	April & Oct.	New York.	1883	100
Columbus and Hocking Valley:							1st Mortgage, preferred	78,500	7	Jan. & July.	"	1883	100
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	100	Dunkirk, Allegheny Val. & Pittsb:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	100	1st Mortgage (gold)	1,200,000	7	June & Dec.	New York.	1900	100
General Mortgage	634,000	7	"	"	1892	100	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	100
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	100	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama	400,000	8	Jan. & July.	"	1890	100
New Mortgage for \$1,500,000	370,500	7	April & Oct.	Boston.	1893	95	East Brandywine & Waynesboro:						
1st Mortgage sinking fund	289,500	6	June & Dec.	"	1876	99	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	100
Coupon Notes	607,500	7	"	"	1876-81	97	East Pennsylvania (Ph. & Rdg.):						
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	"	1876	96	1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1886	100
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	100	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	95
Connecticut Valley:							2d Mortgage	190,000	4	"	"	1872-77	100
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	100	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	100
Connecticut Western:							Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	100
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	100	Company Bonds (M.T. & Ga., old)	635,000	6	"	"	1870-86	100
Connecting (Philadelphia):							Company Bonds (" new)	135,400	6	"	"	1876	100
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4	103	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	8	Jan. & July.	Boston.	1876	51
1st Mortgage	100,000	7	March & Sept.	New York.	1889	100	Loan of 1865	160,000	6	April & Oct.	"	1885	100
Covington Valley:							Loan of 1867	959,000	7	March & Sept.	"	1887	53
1st Mortgage, gold	95,000	7 1/2	Jan. & July.	New York.	1902	100	Loan of 1868	1,000,000	6	March & Sept.	"	1887-89	100
2d Mortgage	100,000	7	May & Nov.	"	1882	100	Loan of 1869	600,000	6	May & Nov.	"	1889	100
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes	1,163,000	7	"	"	1882	49
1st Mortgage	803,500	6	March & Sept.	New York.	1891	100	Ten year coupon notes	2,518,500	7	"	"	1883-84	49
2d Mortgage	648,000	6	May & Nov.	"	1888	100	Sinking Fund Bonds	2,300,000	7	May & Nov.	"	1884	47
Cumberland Valley:							Sterling Sink. Fd. Bonds	2,878,048	6 1/2	March & Sept.	London.	1893	100
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	100	Eastern Shore (Md.):						
2d Mortgage	109,500	8	"	"	1908	100	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	100
Plain bonds	81,800	6	"	"	1884	100	2d Mortgage	200,000	6	April & Oct.	"	1886	100
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	100	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	100
Mortgage Bonds of 1870	200,000	7	"	"	1890	100	Elmira and Williamsport (N. Cen.):						
Mortgage Bonds of 1872	200,000	7	"	"	1892	100	1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	104
Danv., Hazleton & Wilkesbarre:							Income Mortgage guaranteed	570,000	5	April & Oct.	"	1882	04
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Erie Railway:						
2d Mortgage	800,000	7	"	"	1885	100	1st Mortgage, extended	2,483,000	7	May & Nov.	New York.	1897	108
Danv., Urb., Bloomington & Pekin:							2d Mortgage	2,174,000	7	March & Sept.	"	1879	102
1st Mortgage	2,000,000	7 1/2	April & Oct.	New York.	1909	100	3d Mortgage	4,852,000	7 1/2	"	"	1883	101
Davenport and St. Paul:							4th Mortgage convertible	2,937,000	7	April & Oct.	"	1880	98
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	100	5th Mortgage convertible	709,500	7	June and Dec.	"	1888	102
Dayton and Michigan (C.H. & D.):							Buffalo Branch, 1st mortgage	182,900	7	Jan. & July.	"	1891	100
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	100	Sterling loan (\$1,000,000) conv.	4,580,000	6 1/2	March & Sept.	London.	1875	100
2d Mortgage, guar.	441,000	7	March & Sept.	"	1884	100	1st Consol. Mort. for \$30,000,000	12,076,000	7 1/2	"	NY & London.	1920	100
3d Mortgage, guar.	389,000	7	April & Oct.	"	1885	100	2d Consol. Mort. for \$40,000,000	14,400,000	7 1/2	June and Dec.	London.	1894	100
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	1886-94	100	Convertible bonds	10,000,000	7 1/2	J. A. J. and O.	London.	1903	100
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	100	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	100
2d Mortgage	135,000	7	June & Dec.	"	1879	100	2d Mortgage	92,800	7	April & Oct.	"	1890	100
Income Bonds	252,445	6	"	"	1879	100	Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1898	100
Dayton and Western (L. M. R.R.):							Equipment Mortgage	760,000	7	April & Oct.	"	1890	100
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	100	European & N. American (Me.):						
1st Mortgage (")	498,000	6 1/2	Jan. & July.	"	1905	100	Bangor City Bonds (1st m. 55 m.)						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	107
Flushing, North Side and Central:							2d Mortgage.....	387,500	7	Feb. & Aug.	"	1875	106
1st Mort. (Fish & S. Side.).....	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	53
1st Mort. (Central of N. S.).....	1,275,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. Ext'n.).....	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency.....	2,500,000	6	April & Oct.	New York.	1890	...
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	...
Stirling Loan.....	1,800,000	6*	.....	London.	.....	....	Stirling Bonds, Sinking Fund.....	4,792,000	5*	"	"	1903	...
Florida, Johnston & Gloversville:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1880	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	109
Fort Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	...
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	...
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1896	....	Indianapolis, Bloomington & West.						
2d Mortgage.....	500,000	8	"	"	1895	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	30
Framingham and Lowell:							1st Mortgage Extension gold.....	5,500,000	7*	Jan. & July.	"	1912	...
1st Mortgage.....	400,000	7	April & Oct.	Boston.	1880	90	2d Mortgage.....	1,500,000	8	"	"	1890	5
2d Mortgage.....	150,000	8	"	"	1883	89	Indianapolis and Madison:						
Frederick and Pennsylvania Line:							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	...
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis & Vincennes:						
Fremont, Elkhorn & Mo. (S.C. & P.):							1st Mortgage guar. by Pa. Co.....	1,700,000	7	Feb. & Aug.	New York.	1908	70
1st Mortgage.....	690,000	7	April & Oct.	.....	1901	....	2d Mortgage guar. by Pa. Co.....	1,450,000	6	May & Nov.	"	1900	...
Galena & Ohio Union (O. & N. W.):							International and Gt. Northern:						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	106	1st Mortgage a. f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	...
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	78
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	London or Bost.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	...
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82	1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	...
Geneva, Ithaca and Athens:							1st Mortgage of 1889.....	2,000,000	7	June & Dec.	"	1899	...
1st Mortgage, akg. fd., guar.....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-'85	...
Georgia (and Banking):							Equipment Bonds, registered.....	375,000	10	"	"	1883	86
Company bonds (debentures).....	564,500	7	Jan. & July.	Augusta	75-'90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	...
Illman, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	...
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	77-'82	...
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....						
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	...
Grand Rapids & Indiana:							1st Mortgage.....						
1st Mortgage L. G. guar. gold... 4,000,000	7*	Jan. & July.	New York.	1899	....	2d Mortgage.....	1,000,000	7	March & Sept.	"	1919	...	
1st Mort. L. G. not guar. gold... 3,224,000	7*	April & Oct.	"	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1900	...	
Grand River Valley (Mich. C.):							1st Mortgage.....						
1st Mort., assumed by Lessees... 1,000,000	8	Jan. & July.	New York.	1886	94	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	...	
2d Mortgage, guar. by Lessees... 500,000	8	March & Sept.	"	1879	85	2d Mortgage.....	81,000	8	May & Nov.	"	1886	...	
Grand Trunk (Can.):							Iowa Falls and Sioux City:						
Equipment Bonds \$500,000..... 2,500,000	6*	April & Oct.	London.	1877	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	...	
Equip'm't Bonds No. 2 \$500,000 2,500,000	6*	Jan. & July.	"	1920	....	Iowa Midland (C. & N. W.):							
Postal & Military b'ds \$1,200,000 6,000,000	6*	Feb. & Aug.	"	Perp.	...	1st Mort., \$18,000 p.m. guar.....	1,350,000	8	April & Oct.	New York.	1900	97	
1st Preference Bonds \$3,218,140 16,090,745	4*	Jan. & July.	"	Irred.	...	1st Mortgage.....							
2d Preference Bonds \$2,327,808 11,639,940	4*	"	"	"	...	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia	1875	...	
3d Preference Bonds \$7,163,910 35,819,550	4*	"	"	"	...	1st Mortgage.....							
Provincial Debenture \$3,111,500 15,567,500	...	"	Ottawa	"	...	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	102	
Groat Western of Canada:							Jackson, Lansing & Saginaw (MO):						
Mortgage Bonds \$127,000..... 635,000	6	Jan. & July.	London.	1876	...	1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	93	
Mortgage Bonds \$547,000..... 2,735,000	5 1/2	April & Oct.	"	77-'78	...	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	85	
New Bonds \$1,000,000..... 5,000,000	6	June & Dec.	"	1890	...	2d Mortgage guar.....	158,000	8	March & Sept.	"	1878	...	
Debenture Bonds \$1,743,160... 8,715,900	5	Jan. & July.	"	Perp.	...	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	6	
Groat Western Railway of 1859:							Jacksonville, North West & S. East:						
1st Mort., ass'd by T. W. & W. 2d Mort., "													

AMERICAN RAILROAD BOND LIST.

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An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br..	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf.)	39,000	6	"	"	73-78	....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	Ten Year Mortgage Gold bonds	2,900,000	7*	May & Nov.	New York.	1883	....
Kent County (Del.)							Mort. main office lot & building	80,000	7	"	Louisville.	1883	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	80-85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)....	3,600,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarksv. Br.)	2,339,710	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1886	....
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	86-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	833,000	6	April & Oct.	Louisville.	1886	....
Keokuk and St. Paul (C.B. & Q.)							Louisv. N. A. & St. Lo. Air-Line						
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	105	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
Lat. Blooming. & Miss. (T.W. & W.)							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end. by Ga. R.R.	870,000	7	"	"	1879	....
Lat. Muncie & Bloom. (T.W. & W.)							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort. " " " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort. guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	1,680,500	6	April & Oct.	Boston.	1912	....
Consol. Mort. S.F. Regist'd.	6,118,000	7	J. A. J. & O.	"	1900	104	\$1,100,000 Loan, tax free.....	756,380	6	Jan. & July.	"	1898	....
Consol. Mort. S.F. Coupon.....	8,471,000	7	Jan. & July.	"	1900	106	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	3,523,000	7	June & Dec.	"	1903	100	1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bost.	1890	....
Bonds of 1892 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan.....	1,180,000	6	Jan. and July.	Boston.	90-91	....
Lake Shore Dividend Bonds:							1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Paim. & Ash.)	1,000,000	7	Jan. & July.	"	1880	106	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1885	....
3d Mort. (") " " " "	5,285,300	7	April & Oct.	"	1892	107	2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1870	....
1st Mort. (Mich. So. & Nor. Ind.)	2,682,300	7	May & Nov.	"	1885	108	1st Mort. (Leeds & Farnington)	633,000	6	Jan. & July.	"	1901	....
2d Mort. (") " " " "	1,595,000	7	Jan. & July.	"	1877	102	Bath (Androscoquina) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	849,000	7	April & Oct.	"	1886	104	Mansfield & Framing. (B.C. & F.):						
2d Mort. (") " " " "	200,000	7	Jan. & July.	"	1882	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1890	....
Mort. Bonds (Buffalo and Erie)	300,000	7	March & Sept.	"	1886	....	Marietta and Cincinnati:						
Mort. Bonds (") " " " "	2,850,000	7	April & Oct.	"	1893	105	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st M. (Det'r. Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	103	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	87	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	....
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalam. & Schoolcraft)	840,000	8	"	"	1888	97	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Jamestown & Franklin)	443,000	7	"	"	var	....	Marietta, Pittsburg & Cleveland:						
2d M. (") " " " "	500,000	7	June & Dec.	"	1894	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
Lake Shore & Tuscarawas Valley:							Marquette, Houghton & Ontonagon:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jan. & Dec.	New York.	1892	....
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1892	....	1st Mort. (Houghton and Ont.)...	2,000,000	8	Jan. & July.	"	1892	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-93	....
Lake Superior & Mississippi:							Massachusetts Valley (C. & P. R.):						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1895	20	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	....
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	Maryland and Delaware:						
Income Bonds.....	3,200,000	10	"	"	1902	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
Lawrence (P. St. W. & Chl.):							2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	Massillon & Clev. (C.M. V. & D.)						
Leavenworth, Atch. & N. West'n:							1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
1st Mort. guar. by Pae. of Mo....	500,000	7	April & Oct.	New York.	1899	....	Mayville and Lexington:						
Leaven. Lawrence & Galveston:							1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. skg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	Memphis and Charleston:						
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	....
1st Mort. (Southern Kan.) guar.	180,000	8	June & Dec.	"	1891	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
Lehigh and Lackawanna:							Tennessee State Loan.....	1,614,142	6	"	"	73-78	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Income Bonds.....	600,000	10	March & Sept.	"	73-78	....
Lehigh Valley:							Memphis and Little Rock:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	106	1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (") reg.....	5,000,000	6	"	"	1898	109	2d Mortgage.....	1,000,000	8	"	"	....
2d Mortgage for \$3,000,000.....	6,000,000	7	March & Sept.	"	1910	113	Michigan Air Line (Mich. Cent.):						
General Mort. for \$40,000,000..	5,000,000	6*	June & Dec.	"	1923	100	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
General Mort. registered.....	5,000,000	6*	"	"	1922	100	Michigan Central:						
Lewish. Centre & Spruce C. (P. & E.):							1st Mortgage, convertible.....	550,000	8	April & Oct.	Boston.	1882	....
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mortgage sinking fund conv.	1,500,000	8	"	"	1882	....
Lexington & St. Louis (A. & P.):							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	....
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1890								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.:						
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1896	105 1/2	Mortgage Loan, convertible.....	290,000	6	Jan. & July.	Phila. & Bost.	1894	103 1/2
Plain Bonds.....	32,000	5	"	"	1884	99 1/2	Loan of 1886.....	161,000	6	April & Oct.	"	1876	...
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Loan of 1887.....	1,000,000	6	"	"	1887	...
New Bonds for \$3,000,000.....	1,692,000	7	March & Sept.	"	1894	111	Loan of 1872.....	700,000	6	"	"	1892	...
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	106 1/2	Loan of 1875.....	639,000	6	"	"	1900	...
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg.):						
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	....
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	95	1st Mort. (Col. & Newark Div.).....	775,000	7	Jan. & July.	Philadelphia.	1890	...
Orange, Alex. and Manassas—							1st Mort. (Steub. & Ind.) conv.....	8,000,000	6	Monthly.	New York.	1884	...
See Wash. C. Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.....	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	84
Oregon and California:							Consolidated 2d Mortgage.....	6,000,000	7	April & Oct.	"	1913	...
1st Mortgage gold.....	10,950,000	7*	April & Oct.	New York.	...	....	Pittsburg, Ft. Wayne & Chicago:						
Oregon Valley & Southern Kansas:							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	130
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	...	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	...
Oshkosh & Miss. (C., M. & S. P.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	...
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	...
Oswego and Rome (R. W. & O.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	...
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	...
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	114
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	...
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	...
Ottawa, Oswego & Fox River:							2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	...
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	...
Owensboro' and Russellville:							2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	...
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	103
Pacific of Missouri (Atl. & Pac.):							Constructive bonds of Jan. 1, 1900.....	100,000	7	Jan. & July.	New York.	1887	...
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	94 1/2	Equipment bonds.....	1,000,000	8	March & Sept.	"	1894	...
2d Mortgage sinking fund.....	2,904,000	7	Jan. & July.	"	1891	83	Pittsburg, Va. and Charleston:						
Income Bonds.....	1,500,000	7	Mar. and Sept.	"	1892	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	...
St. Louis County Debt.....	700,900	7	Monthly.	St. Louis.	1885	....	Pittsburg, Wash. & Baltimore:						
Real Estate Bonds.....	800,000	28	May & Nov.	New York.	1892	....	1st Mort. (Pittsb. & Conn'sville).....	4,000,000	7	Jan. & July.	Baltimore.	1899	104 1/2
1st Mort. (Carondelet Branch).....	500,000	6*	April & Oct.	"	1893	....	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	...
1st Mort. (Leav. & N. W.).....	500,000	7	"	"	1889	....	1st Mort. (Turtle Cr. Div. 104 m).....	400,000	6	Feb. & Aug.	Pittsburg.	1889	...
1st Mort. (Lex. & St. Louis) gold.....	900,000	6*	June & Dec.	"	1899	....	Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	...
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.....	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mortgage for \$3,600,000.....	20,000 pm	7*	Jan. & July.	New York.	1901	....
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stg £597,800.....	2,889,330	7*	April & Oct.	London.	1897	....	1st Mortgage gold, for \$1,800,000.....	1,800,000	7	May & Nov.	New York.	1899	....
Paris and Decatur:							Portland & Ogdensburg (Me. & N. H.):						
1st Mortgage gold, S. F.....	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	1st Mort. (Maine Section) gold.....	800,000	6*	Jan. & July.	Boston.	1900	...
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000.....	149,000	6*	May & Nov.	"	1901	50 1/2
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Ogdensburg (Vt.):						
Pekin, Line & Decatur (T.W. & W.):							1st Mortgage gold, for \$2,300,000.....	1,200,000	6*	May & Nov.	N. Y. & Bost.	1891	40
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland and Oxford Central:						
Pemberton & Hights (U.C. of N.J.):							1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) agk f'd.....	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage gold (S. F.) 1st series.....	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	...	1st Mortgage (equal lien).....	100,000	7	April & Oct.	"	1887	...
1st Mortgage gold (S. F.) 2d series.....	979,000	7*	"	"	1900	...	2d Mort. (Portland Loan).....	386,500	6	Mar. & Sept.	"	1891	...
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisburg to Pittsburg).....	4,970,000	6	Jan. & July.	Philadelphia.	1880	108	1st Mortgage gold, agk f'd.....	2,000,000	7*	May & Nov.	N. Y. & Lond.	1889	...
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	108 1/2	1st Mort. gold, guar. by Ga. R. R.	500,000	7*	"	"	1889	...
General Mortgage, registered.....	29,250,000	6	Jan. & July.	London.	1910	108 1/2	Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage.....	5,007,380	5	April & Oct.	Philadelphia.	1876-90	....	1st Mort., guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1893	63 1/2
State lien for \$7,500,000, agk f'd.....	5,007,380	5	April & Oct.	Philadelphia.	1876-90	....	Poughkeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free.....	644,500	7*	Jan. & July.	New York.	1910	...
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	2d Mortgage.....	78,000	7	"	"	...	...
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1889	....
2d Mortgage.....	519,000	7	April & Oct.	"	1903	....	Stoughton Branch bonds.....	1,000,000	6	"	"	...	...
Pennsylvania & New York (L. V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	111 1/2	1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	....	Quincy and Palmyra:						
Peoria & Bureau Val (C. R. L. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy and Toledo (T. W. & W.):						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	86
1st Mortgage, traffic guaranteed.....	571,000	8	Jan. & July.	Boston.	1878	101	Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed.....	756,000	8	Jan. & July.	Boston.	1890	105 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Reading and Columbia (P. & R.):						
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	"	1900	....	1st Mort., Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	97 1/2
Peoria and Rock Island:							2d Mort., Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	...
1st Mort. gold, conv. & tax free.....	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	....	Rensselaer and Saratoga:						
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1890	117
Perkloven (Phila. and Rdg.):							3d Mortgage.....	150,000	7	"	"	1887	...
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	65	1st Mort. (Saratoga & Whitehall).....	400,000	7	March & Sept.	New York.	1886	...
Petersburg:							1st Mort. (Troy, Salem & Rutl.).....	500,000	7	May and Nov.	"	1890	...
1st Mortgage (Installments).....	341,500	8	Jan. & July.	New York.	1879-93	....	1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	"	1894	...
2d Mortgage.....	500,000	8	"	"	1902	....	Consol. Mort. for \$2,000,000.....	1,925,000	7	May and Nov.	"	1921	92
Philadelphia and Baltimore Cent.:							Richmond and Danville:						
1st Mortgage (Penn. Div. 361 m).....	800,000	7	Jan. & July.	Philadelphia.	1879	....	Virginia State Loan, agk fund.....	600,000	6	Jan. & July.	Richmond.	1880	...
1st Mortgage (Md. Div. 91 m).....	300,000	6	"	"	1891	....	Virginia State guar. bonds.....	157,800	6	"	"	1875	...
2d Mortgage (Pa. & Md. 46 m).....	400,000	7	"	"	1900	....	1st Mort. (Piedmont Branch).....	500,000	8	"	"	1893	...
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N. C.).....	500,000	6 1/2	April & Oct.	N. Y. or Rich.	...	...
1st Mort. (Sunbury & Erie 40m).....	1,000,000	7	Apr. and										

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Bagnaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	846,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,000	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	75,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W. D.) land grant, g'd tax fr.....	6,500,000	8*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort.	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	107 1/2	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	109	South and North Alabama.....						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	108 1/2	1st Mort., endor. by Ala., gold.....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	108 1/2	Sterling Mort., guar. by L. & N.	£1,053,000	6*	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1894	70	South Pacific (Atl. and Pac.).....						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	70	1st Mortgage gold, assumed.....	7,183,500	6*	Jan. & July.	New York.	1888	69 1/2
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	101 1/2	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99 1/2
2d Mort. (").....	6,000,000	7*	May & Nov.	"	1897	70	South Side, Va. (A., M. and O.):						
1st Mort. L. G. (Arkansas Brh).....	2,500,000	7*	June & Dec.	"	1897	....	1st prefer'd bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N. Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	103
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	97 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	Southern of L. I.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort., guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Sinking Fund.....	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.).....	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1889	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscoogee) conv.....	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car ..	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. Paul to Watub) 80m.	366,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (" do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	416,500	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Maine L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (" do.) R. R. & Lands.	8,500,000	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	....	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	66
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	97	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	43
Sand, Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	99	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bos. Ph.	1904	86
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & M.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.....	111,800	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (DL&W):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (L&MS):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebo and Neesho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Selma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,600,000.....	516,000	7	"	"	1894	....
Selma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	....	1906	65
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894	90
Shamokin Valley & Pottav. (N.C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896	86
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	98	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	69 1/2
Shenandoah and Allegany:							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage for \$1,000,000.....	td												

AMERICAN RAILROAD BOND LIST.

The Letter (s) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$9,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	81
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	" " "	" "	1890	105
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " "	300,000	6	" " "	" "	1890	107
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	" " "	" "	1890	108
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....	2d Mortgage preferred.....	600,000	6	" " "	" "	1890	105
Convertible Bonds.....	648,000	7	" "	" "	1882	....	3d Mortgage endor. by Balt.....	875,000	6	" " "	" "	1900	107
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	" " "	" "	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	60	Jan. and July.	New York.	1899	102 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	77
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	" "	1899	....
Union Pacific:							General Mortgage.....	1,200,000	7	" " "	" "	....	....
1st Mortgage gold, tax free.....	27,236,000	60	Jan. & July.	N. Y. & Bos.	'96-'99	105 1/2	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	7,632,000	7	Apr. and Oct.	" "	1887	100 1/2	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1898	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	90 1/2	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1888	85
Omaha Bridge B'ds, sig. \$500,000	2,500,000	80	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	" "	1896	105
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	" " "	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	60	May and Nov.	New York.	1895	....	1st Mort. (Swedenboro') guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	U.S. Treasury.	'96-'7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	" "	....	86
Union Pacific, S. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	" " "	" "	1899	107
1st Mortgage gold, skg fund.....	3,220,000	60	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (O. C. & A. Riv.):							1st Mort. land gr. gold skg fund	3,900,000	70	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. (Southern Extension).	640,000	70	" " "	" "	1902	....
United N. J. R. & Canal Cos.							White Water Valley:						
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	102 1/2	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$369,200 (U. Co's)	1,846,000	60	" " "	London.	1894	....	Wico Mico and Pocumoke:						
Sterling Loan \$369,000 (")	1,800,000	60	" " "	" "	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Sterling 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1888 (United Company's)	154,000	6	Feb. and Aug.	" "	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1890	....	Wilmington, Colum. & Augusta:						
Sterling S.F. \$262,000 (C. & A. N.)	1,310,000	60	Feb. and Aug.	Philadelphia.	1883	103	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	31
Sterling of 1888 (Camden & Amb'y)	1,700,000	6	" " "	Princeton.	1889	105	Wilmington and Reading:						
Loan of 1889 (")	868,000	6	June & Dec.	Philadelphia.	1889	107 1/2	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Loan of 1890 (")	500,000	6	May and Nov.	New York.	1873	....	2d Mortgage coupon or regis.....	1,700,000	7	Jan. and July.	" "	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	N. Y. (Over Due.)	....	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	" "	....	....	Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	70	May and Nov.	" "	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold Bonds.....	748,000	70	Jan. and July.	New York.	1890	103
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	73	J. A. J. & O. Phil. & Wilm.	1892	....	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	86
Bonds of 1871 (2d issue).....	675,000	7	" " "	" "	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	73
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,875,000	70	Jan. & Dec.	" "	1906	....
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,018,500	70	Jan. and July.	Boston.	1901	30
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100 1/2	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	" " "	" "	1879	104 1/2	Worcester and Nashua:						
Convertible bonds.....	150,000	7	" " "	" "	1881	103	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various	" "	'81-'85	....
General (1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	" "	1893	107
2d series (blue).....	850,000	7	" " "	" "	1890	....	CANAL BONDS.						
3d series (black).....	138,000	7	" " "	" "	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	" "	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1896	85
Special Loan 1871.....	213,000	8	Jan. and July.	" "	1890	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,375,000	60	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien).....	1,099,500	6	Jan. and July.	Baltimore.	1885	62 1/2
Virginia & Tennessee (A. M. & O.):							Delaware Division (L. C. & N.):						
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	72 1/2	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
4th Mortgage.....	870,000	6	March & Sept.	" "	1900	76	Delaware and Hudson:						
Registered Certificates.....	118,295	8	Jan. and July.	" "	1875	....	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	101 1/2
Funded Interest.....	226,300	8	" " "	" "	1880	....	regis. (2d series, July 1, 1889	3,500,000	7	Jan. and July.	" "	1884	103 1/2
Income Mortgage (fundable).....	93,500	8	" " "	" "	1866	....	regis. (3d series, Jan. 1, 1871	3,500,000	7	" " "	" "	1891	104 1/2
Walkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	98
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	" " "	" "	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Mortgage Loan of 1877.....	702,779	6	June & Dec.	Philadelphia.	1877	94
2d Mortgage, guaranteed.....	760,000	7	May and Nov.	" "	1900	106	Convertible Bonds.....	41,550	6	" " "	" "	1882	96
Warren & Franklin (O. C. & Allr.):							Convertible Loan, gold.....	794,900	60	March & Sept.	" "	1894	101
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	50	1st Mortgage, registered.....	5,331,903	6	J. A. J. & O.	" "	1884	103
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	" "	1897	101 1/2
Wasatch and Jordan Valley:							Mortgage (equip.) Loan, gold....	4,692,500	60	June & Dec.	" "	1897	101 1/2
1st Mortgage.....	150,000	90	May and Nov.	New York.	1893	....	Consolidated Mortgage.....	1,068,000	7	" " "	" "	1911	90
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	744,000	7	Feb. and Aug.	" "	1892	97 1/2
1st Mort. (O., Alex. & Manassas)	1,850,000	7	Jan. and July.	Baltimore.	1882	70 1/2	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	" "	1877	....
2d Mort. (")	350,000	7	" " "	" "	1891	....	Monongahela Navigation:						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	" "	1873	91	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. (")	1,200,000	6	Jan. and July.	" "	1875	72 1/2	Morris (and Banking):						
3d Mort. (")	600,000	8	May and Nov.	" "	1873	70	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	90
4th Mort. (")	700,000	8	March & Sept.	" "	1880	35	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	" "	1890	102
Funded Coupons (do.)	722,664	....	" " "	" "	....	....	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	" "	1887	....
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	" "	1896	....	Pennsylvania:						
Virginia State Loan.....	249,962	7	Jan. and July.	" "	'92-'93	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	72
Washington and Ohio:							1st Mortgage (Wy. Val. Can.)....	600,000	6	" " "	" "	1879	....
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....	Schuykill Navigation (Ph. & Rdg.)						
1st Mortgage for \$9,000,000.....	255,560	70	Apr. and Oct.	" "	1901	....	1st Mortgage.....	1,714,380	6	March & Sept.	Philadelphia.	'82-'97	67 1/2
Westchester and Philadelphia:							2d Mortgage.....	3,990,382	6	Jan. and July.	" "	'82-'97	....
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	108	Improvement bonds.....	280,000	6	May and Nov.	" "	1890	....
Western North Carolina:							Boat and Car Loan.....	756,650	6	" " "	" "	1913	73
1st Mortgage.....	855,000	8	Jan. and July.	" "	1890	....	Boat and Car Loan.....	621,000	7	" " "	" "	1915	73
Western of Alabama:							Coupon Bonds.....	1,200,000	6	Jan. and July.	" "	1895	....
1st Mortgage (Western R.R.)....	800,000	8	Apr. and Oct.	New York.	1888	....	Susquehanna and Tide Water:						
1st Mortgage (M. & W. Point R.R.)	750,000	8	" " "	" "	1881	....	2d Mortgage (Maryland Loan)...	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
2d Mortgage (consola guar.).....	1,188,000	8	" " "	" "	1900	....	3d Mortgage (Susqueh. Canal)	1,811,000	6	" " "	" "	1878	75
Income Mortgage.....	602,900	8	Various	" "	Var.	....	Pref. Int. B'ds (")	324,810	6	" " "	" "	1894	....
Western Union Telegraph:							Union:						
1st Mortgage.....	9,200	7	May and Nov.	New York.	1875	....	1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	....
Real Estate Bonds, Sinking Fund	1,498,000	70	" " "	" "	1902	....	West Branch & Susque. (Penn.):						
Bonds (S. F.) Conv. till May '95	3,988,000	7	" " "	" "	1900	101 1/2	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1874	....

RAILROAD SHARE LIST, including Milage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See asterisk () recurring in the column headed "Rolling Stock." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."*

[illegible]

Dec. 31, 1875	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	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REMARKS. (1) recurring, the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."
(2) Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.										Operations.		Earnings.		Value of Shares.																																																																																					
Assets.										Trains Moved.		Passengers.		Freight.		Net.		Dividends.		Par.		P. d.																																																																													
Property and Assets.										Railroad Operated.		Freight.		Gross.		Earnings.		Value of Shares.		Par.		P. d.																																																																													
Rolling Stock.										Surplus Income.		Accounts.		Bonds.		Stocks.		Accounts and Cash.		Assets.		Rolling Stock.		Railroad.		Comp.		Freight.		Engines.		Railroad in progress.		2d Trunk and Sidings.		Branch Line.		Main Line.																																																													
Cars.										R. M. E.		Pass.		Engines.		Railroad in progress.		2d Trunk and Sidings.		Branch Line.		Main Line.		Cars.		R. M. E.		Pass.		Engines.		Railroad in progress.		2d Trunk and Sidings.		Branch Line.		Main Line.																																																													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Year ending		Main Line		Branch Line		2d Track and Sidings		Railroad in progress		Engines		Rolling Stock		Freight		Car.		Railroad		Company		Railroad		Rolling Stock		Assets		Accounts and Cash		Stocks		Bonds		Accounts		Surplus Income		Railroad Operated		Trains Moved		Passengers		Freight		Gross		Net		Dividends		Market		Value of Shares																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	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Line	Station	Distance	Time	Rate	Notes
1	Richmond and Danville	100.442	2,349.366	100.442	100.442
2	Richmond and Petersburg	100.442	2,349.366	100.442	100.442
3	Richmond and Chesapeake	100.442	2,349.366	100.442	100.442
4	Richmond and York	100.442	2,349.366	100.442	100.442
5	Richmond and Norfolk	100.442	2,349.366	100.442	100.442
6	Richmond and Washington	100.442	2,349.366	100.442	100.442
7	Richmond and Baltimore	100.442	2,349.366	100.442	100.442
8	Richmond and Philadelphia	100.442	2,349.366	100.442	100.442
9	Richmond and New York	100.442	2,349.366	100.442	100.442
10	Richmond and Boston	100.442	2,349.366	100.442	100.442
11	Richmond and Montreal	100.442	2,349.366	100.442	100.442
12	Richmond and St. Louis	100.442	2,349.366	100.442	100.442
13	Richmond and Chicago	100.442	2,349.366	100.442	100.442
14	Richmond and St. Paul	100.442	2,349.366	100.442	100.442
15	Richmond and Minneapolis	100.442	2,349.366	100.442	100.442
16	Richmond and Duluth	100.442	2,349.366	100.442	100.442
17	Richmond and Seattle	100.442	2,349.366	100.442	100.442
18	Richmond and Portland	100.442	2,349.366	100.442	100.442
19	Richmond and San Francisco	100.442	2,349.366	100.442	100.442
20	Richmond and Los Angeles	100.442	2,349.366	100.442	100.442
21	Richmond and San Diego	100.442	2,349.366	100.442	100.442
22	Richmond and Honolulu	100.442	2,349.366	100.442	100.442
23	Richmond and Manila	100.442	2,349.366	100.442	100.442
24	Richmond and Yokohama	100.442	2,349.366	100.442	100.442
25	Richmond and Kobe	100.442	2,349.366	100.442	100.442
26	Richmond and Osaka	100.442	2,349.366	100.442	100.442
27	Richmond and Tokyo	100.442	2,349.366	100.442	100.442
28	Richmond and London	100.442	2,349.366	100.442	100.442
29	Richmond and Paris	100.442	2,349.366	100.442	100.442
30	Richmond and Berlin	100.442	2,349.366	100.442	100.442
31	Richmond and Rome	100.442	2,349.366	100.442	100.442
32	Richmond and Athens	100.442	2,349.366	100.442	100.442
33	Richmond and Constantinople	100.442	2,349.366	100.442	100.442
34	Richmond and Cairo	100.442	2,349.366	100.442	100.442
35	Richmond and Alexandria	100.442	2,349.366	100.442	100.442
36	Richmond and Suez	100.442	2,349.366	100.442	100.442
37	Richmond and Port Said	100.442	2,349.366	100.442	100.442
38	Richmond and Ismailia	100.442	2,349.366	100.442	100.442
39	Richmond and Matruh	100.442	2,349.366	100.442	100.442
40	Richmond and Damietta	100.442	2,349.366	100.442	100.442
41	Richmond and Port Fuad	100.442	2,349.366	100.442	100.442
42	Richmond and Port Said	100.442	2,349.366	100.442	100.442
43	Richmond and Ismailia	100.442	2,349.366	100.442	100.442
44	Richmond and Matruh	100.442	2,349.366	100.442	100.442
45	Richmond and Damietta	100.442	2,349.366	100.442	100.442
46	Richmond and Port Fuad	100.442	2,349.366	100.442	100.442
47	Richmond and Port Said	100.442	2,349.366	100.442	100.442
48	Richmond and Ismailia	100.442	2,349.366	100.442	100.442
49	Richmond and Matruh	100.442	2,349.366	100.442	100.442
50	Richmond and Damietta	100.442	2,349.366	100.442	100.442
51	Richmond and Port Fuad	100.442	2,349.366	100.442	100.442
52	Richmond and Port Said	100.442	2,349.366	100.442	100.442
53	Richmond and Ismailia	100.442	2,349.366	100.442	100.442
54	Richmond and Matruh	100.442	2,349.366	100.442	100.442
55	Richmond and Damietta	100.442	2,349.366	100.442	100.442
56	Richmond and Port Fuad	100.442	2,349.366	100.442	100.442
57	Richmond and Port Said	100.442	2,349.366	100.442	100.442
58	Richmond and Ismailia	100.442	2,349.366	100.442	100.442
59	Richmond and Matruh	100.442	2,349.366	100.442	100.442
60	Richmond and Damietta	100.442	2,349.366	100.442	100.442
61	Richmond and Port Fuad	100.442	2,349.366	100.442	100.442
62	Richmond and Port Said	100.442	2,349.366	100.442	100.442
63	Richmond and Ismailia	100.442	2,349.366	100.442	100.442
64	Richmond and Matruh	100.442	2,349.366	100.442	100.442
65	Richmond and Damietta	100.442	2,349.366	100.442	100.442
66	Richmond and Port Fuad	100.442	2,349.366	100.442	100.442
67	Richmond and Port Said	100.442	2,349.366	100.442	100.442
68	Richmond and Ismailia	100.442	2,349.366	100.442	100.442
69	Richmond and Matruh	100.442	2,349.366	100.442	100.442
70	Richmond and Damietta	100.442	2,349.366	100.442	100.442
71	Richmond and Port Fuad	100.442	2,349.366	100.442	100.442
72	Richmond and Port Said	100.442	2,349.366	100.442	100.442
73	Richmond and Ismailia	100.442	2,349.366	100.442	100.442
74	Richmond and Matruh	100.442	2,349.366	100.442	100.442
75	Richmond and Damietta	100.442	2,349.366	100.442	100.442
76	Richmond and Port Fuad	100.442	2,349.366	100.442	100.442
77	Richmond and Port Said	100.442	2,349.366	100.442	100.442
78	Richmond and Ismailia	100.442	2,349.366	100.442	100.442
79	Richmond and Matruh	100.442	2,349.366	100.442	100.442
80	Richmond and Damietta	100.442	2,349.366	100.442	100.442
81	Richmond and Port Fuad	100.442	2,349.366	100.442	100.442
82	Richmond and Port Said	100.442	2,349.366	100.442	100.442
83	Richmond and Ismailia	100.442	2,349.366	100.442	100.442
84	Richmond and Matruh	100.442	2,349.366	100.442	100.442
85	Richmond and Damietta	100.442	2,349.366	100.442	100.442
86	Richmond and Port Fuad	100.442	2,349.366	100.442	100.442
87	Richmond and Port Said	100.442	2,349.366	100.442	100.442
88	Richmond and Ismailia	100.442	2,349.366	100.442	100.442
89	Richmond and Matruh	100.442	2,349.366	100.442	100.442
90	Richmond and Damietta	100.442	2,349.366	100.442	100.442
91	Richmond and Port Fuad	100.442	2,349.366	100.442	100.442
92	Richmond and Port Said	100.442	2,349.366	100.442	100.442
93	Richmond and Ismailia	100.442	2,349.366	100.442	100.442
94	Richmond and Matruh	100.442	2,349.366	100.442	100.442
95	Richmond and Damietta	100.442	2,349.366	100.442	100.442
96	Richmond and Port Fuad	100.442	2,349.366	100.442	100.442
97	Richmond and Port Said	100.442	2,349.366	100.442	100.442
98	Richmond and Ismailia	100.442	2,349.366	100.442	100.442
99	Richmond and Matruh	100.442	2,349.366	100.442	100.442
100	Richmond and Damietta	100.442	2,349.366	100.442	100.442

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Rolling Stock.	Land Grant Railroads are printed in "Italics."	State-aid railroads are distinguished by a "s."	A dash (—) across the column signifies "nil."	and running dots (....) signify "not ascertained."
Railroad.	Abstract of General Balance Sheet.	Abstract of General Balance Sheet.		

[illegible]

Philadelphia Stock Exchange.
Closing Prices for the week ending Nov. 2

W 22 Th 23 F 24 Sat 25 M 26 Tu 27 Th 28					
Allegheny Val. 1 & 10s.	49 1/2	49 1/2	49 1/2	49 1/2	105
7s, Income.	49 1/2	49 1/2	49 1/2	49 1/2	105
Camden & Am. Co., 1885.	49 1/2	49 1/2	49 1/2	49 1/2	105
6s, 1889.	49 1/2	49 1/2	49 1/2	49 1/2	105
Mort. 6s, 1889.	49 1/2	49 1/2	49 1/2	49 1/2	105
Camden and Atlantic.	49 1/2	49 1/2	49 1/2	49 1/2	105
Preferred.	49 1/2	49 1/2	49 1/2	49 1/2	105
1st mortgage.	49 1/2	49 1/2	49 1/2	49 1/2	43
2d mortgage.	49 1/2	49 1/2	49 1/2	49 1/2	43
Catawissa.	49 1/2	49 1/2	49 1/2	49 1/2	43
Preferred.	36	36	36	36	43
New preferred.	36	36	36	36	43
7s, new.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Del. & Bound Brook.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
7s.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Elizarr & Williamsport.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Preferred.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
7s.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Hersel. & B. Top Mt.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Preferred.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
2d mortgage.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Lehigh Navigation.	26 1/2	26 1/2	28 1/2	27 1/2	27 1/2
6s, 1877.	26 1/2	26 1/2	28 1/2	27 1/2	27 1/2
6s, 1884.	103	103	103	103	103
Gold Loan.	102	102	102	102	101 1/2
Railroad Loan.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Conv. Gold Loan.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Lehigh Valley.	49 1/2	48 1/2	48 1/2	49	47 1/2
6s, new, coupon.	49 1/2	48 1/2	48 1/2	49	47 1/2
6s, new, registered.	49 1/2	48 1/2	48 1/2	49	47 1/2
7s.	113 1/2	114	114	114	114
Consol. mort. 6s.	113 1/2	114	114	114	114
Little Schuylkill.	113 1/2	114	114	114	114
Minehill & Sch. Haven.	50	49 1/2	50	50	40 1/2
North Pennsylvania.	49	49	49	49	49 1/2
1st mortgage.	108	108	108	108	108
2d mortgage.	108	108	108	108	108
Chatel 10s.	108	108 1/2	108 1/2	108 1/2	108 1/2
Gen'l mort. 7s, coup.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Northern Central.	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Pennsylvania R. R.	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2
1st mortgage.	45 1/2	45 1/2	45 1/2	45 1/2	45 1/2
Gen'l mortgage.	105	105	105	105	105
Gen'l mort. reg.	105	105	105	105	105
Consol. mort. 6s, reg.	110	99 1/2	110	110	110
Penn. State 6s, 2d series.	110	110	110	110	110
Penn. State 6s, 3d series.	110	110	110	110	110
Philadelphia City, 6s.	107	110	110	110	110
6s, new.	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2
Phila. and Reading.	22 1/2	22 1/2	22 1/2	22 1/2	21 1/2
Debenture bonds.	22 1/2	22 1/2	22 1/2	22 1/2	21 1/2
7s, of 1893.	71	71	71	71	71
7s, new, convertible.	71	71	71	71	71
Gen'l mortgage.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Gen'l mortgage, reg.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Philadelphia and Erie, 14.	133	133	133	133	133
1st mortgage, 6s.	103	103	103	103	103
2d mortgage, 7s.	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
Pittsb. Cin. & St. L. 7s.	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Pittsb., Titusv. & Bufl.	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
7s.	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Schuylkill Navigation.	104	104	104	104	104
Preferred.	104	104	104	104	104
6s, 1872.	104	104	104	104	104
6s, 1882.	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
6s, 1895.	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
United Co. of N. Jersey 137	137	137	137	137	137
Hestonville, (Horse). 21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Chestnut & Wal. (do.). 75	75	75	75	75	75
Fermantown (do.).	49	49	49	49	49
Green and Coates (do.).	49	49	49	49	49
Lombard & 8th. (do.).	19	19	19	19	19
2d and 3d streets (do.).	19	19	19	19	19
Spruce and Pine (do.). 31	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2
5th and 15th sts. (do.).	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
Union (do.).	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2

Baltimore Stock Exchange.
Closing Prices for the week ending Nov.

	W. 22 Tb	23	24	Sat. 25	M. 27	Tu. 28.
Baltimore and Ohio.....	145					
6s, 1880.....						
6s, 1890.....	196	195	195	195	195	195
Central Ohio.....						
1st mortgage.....	101	101				
Marietta & Cincinnati.....						
1st mortgage, 7s.....	109	109	109			
2d mortgage, 7s.....	89	87	88	87	87	
3d mortgage, 8s.....	50	51	53	50	55	
Northern Central.....	25	25	25			
2d mortgage, 6s 1885.....						
3d mortgage, 6s, 1900.....						
6s, 1900, Gold.....	103	103				
Orange and Alex. 1st.....						
2d mortgage, 6s.....						
3d mortgage, 8s.....						
4th mortgage, 8s.....						
O., Alex. & Manassas.....	70					
Pittsburg & Connellsville.....	104					
Virginia 6s, Consol.....	86	86	86	87	87	
Consol. Coupons.....	85	85	85	85	84	
Deferred Certificates.....	6					
Western Maryland.....						
1st M., end, by Balt.....						
2d M., do.....						
3d M., do.....						
1st M., unendorsed.....						
2d M., end, Wash. Co.....						
2d Mort., preferred.....						
City Passenger R. R.....						

New York Stock Exchange.

Closing Prices for the week ending Nov. 29.

Th. 23. F. 24. Sat. 25. M. 27. Tu. 28. W. 29.

Adams Express.....	105 1/2	105	105 1/2	105 1/2	105 1/2
Albany and Susq.....	111	111	109 1/2	109 1/2	109 1/2
1st mortgage.....	111	111	109 1/2	109 1/2	109 1/2
2d mortgage.....	111	111	109 1/2	109 1/2	109 1/2
American Express.....	61 1/2	61 1/2	61	61	60 1/2
Am. Dock and Imp. 7s.....	105	105	105	105	105
Atlantic & Pacific pref.....	15	15	15	15	15
Atlantic & Pacific Tel.....	15	15	15	15	15
Bost. Hart & Erie 1st.....	15	15	15	15	15
Burl. C. & Minn. 1st.....	15	15	15	15	15
Central of N. Jersey 3 1/2.....	35 1/2	35 1/2	34 1/2	34 1/2	34 1/2
1st mortgage, new.....	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
7s, consolidated.....	83	83	82 1/2	82 1/2	82 1/2
7s, convertible.....	79	79	78 1/2	78 1/2	78 1/2
Central Pacific 6s, gold.....	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
1st M. (San Joaquin).....	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
1st M. (Cal. and Or.).....	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
Land grant 6s.....	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
Chicago and Alton.....	100	100	100	100	100
Preferred.....	100	100	100	100	100
1st mortgage.....	100	100	100	100	100
Sinking Fund.....	100	100	100	100	100
Income bonds.....	100	100	100	100	100
Chic. Burl. & Quincy.....	113	112	113	113	113
7s Consol. 1903.....	113	112	113	113	113
8s, 1883.....	113	112	113	113	113
Chic. & Milwaukee 1st.....	19 1/2	20 1/2	19 1/2	20 1/2	20 1/2
Chic. Mil. and St. Paul. 1st.....	19 1/2	20 1/2	19 1/2	20 1/2	20 1/2
Preferred.....	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
1st mortgage, 8s.....	102	102	101 1/2	101 1/2	101 1/2
2d mortgage, 7 1/2-10s.....	102	102	101 1/2	101 1/2	101 1/2
7s, gold.....	102	102	101 1/2	101 1/2	101 1/2
1st M. (La Crosse div.).....	102	102	101 1/2	101 1/2	101 1/2
1st M. (I. and M. div.).....	102	102	101 1/2	101 1/2	101 1/2
1st M. (L. and D. div.).....	102	102	101 1/2	101 1/2	101 1/2
1st M. (H. and D. div.).....	102	102	101 1/2	101 1/2	101 1/2
1st M. (C. & M. div.).....	102	102	101 1/2	101 1/2	101 1/2
Consolidated S. F.....	86 1/2	86 1/2	87	87	87
Chic. & Northwestern. 3 1/2.....	35 1/2	35 1/2	34 1/2	34 1/2	34 1/2
Preferred.....	57 1/2	58 1/2	57 1/2	57 1/2	57 1/2
1st mortgage.....	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
Sinking Fund.....	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
Consolidated 7s.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Consol. Gold bonds.....	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Do. reg.....	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Chic. Rock Isl. & Pac. 9 1/2.....	98 1/2	99 1/2	98 1/2	98 1/2	98 1/2
7s, 1896.....	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
Clev. Col. C. and Ind.....	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
1st mortgage.....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
Clev. & Pittsburg guar. 8 1/2.....	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
7s, Consolidated.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
4th mortgage.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Clev. P. and Ash. 7s.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
7s, new.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Col. Chil. & Ind. Cent.....	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
1st mortgage.....	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
2d mortgage.....	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
Consol. Coal of Md.....	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2
Del. & Hudson Canal. 7 1/2.....	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2
Reg. 7s, 1891.....	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Reg. 7s, 1884.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
7s, 1894.....	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
Del. Lack. & Western. 7 1/2.....	70 1/2	71 1/2	69 1/2	69 1/2	69 1/2
2d mortgage 7s.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
7s, Convertible.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Det. Mon. & Tol. 1st.....	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2
Et. of Columbia 3-6s.....	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2
Erie Railway.....	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
Preferred.....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
1st mortgage.....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
2d mortgage.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3d mortgage.....	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
4th mortgage.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
5th mortgage.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Great Western 1st mort.....	99 1/2	100 1/2	100 1/2	100 1/2	100 1/2
2d mortgage.....	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2
Hannibal & St. Joseph. 12 1/2.....	12 1/2	13 1/2	13 1/2	13 1/2	13 1/2
Preferred.....	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
8s, Convertible.....	80 1/2	81 1/2	80 1/2	80 1/2	80 1/2
Hudson River 2d mort.....	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
Illinois Central.....	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
Kansas Pacific.....	66 1/2	67 1/2	66 1/2	66 1/2	66 1/2
Lake Shore & Mich. So. 5 1/2.....	66 1/2	67 1/2	66 1/2	66 1/2	66 1/2
Consol. 7s.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Consol. 7s, reg.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
2d Consolidated.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Lake Shore Div. bonds.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Leh. & W. B. 7s, Con. 6 1/2.....	63 1/2	64 1/2	64 1/2	64 1/2	64 1/2
Long Dock bonds.....	63 1/2	64 1/2	64 1/2	64 1/2	64 1/2
L'ville & Nash. 7s Cons.....	63 1/2	64 1/2	64 1/2	64 1/2	64 1/2
Michigan Central.....	43 1/2	44 1/2	43 1/2	43 1/2	43 1/2
7s, 1902.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
8s, 1882.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
M. S. and N. I. 1st S. F.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
2d mortgage.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Morris and Essex.....	90 1/2	91 1/2	90 1/2	90 1/2	90 1/2
1st mortgage.....	116 1/2	117 1/2	116 1/2	116 1/2	116 1/2
2d mortgage.....	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
7s of 1871.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
7s, Convertible.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
7s, Consolidated.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
N. Y. Cent. & Hud. Riv 103.....	102 1/2	103 1/2	102 1/2	102 1/2	102 1/2
7s, Sinking fund, 1876.....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
6s, Sinking fund, 1882.....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
6s, Sinking fund, 1887.....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
1st mortgage.....	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2
1st mortgage, reg.....	120 1/2	120 1/2	120 1/2	120 1/2	120 1/2
N. York and Harlem. 130.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Preferred.....	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
1st mortgage.....	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
1st mortgage, reg.....	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2

New York Stock Exchange.

Closing Prices for the week ending Nov. 29.

Th. 23. F. 24. Sat. 25. M. 27. Tu. 28. W. 29.

New Jersey.....	164 1/2	164 1/2	164 1/2	164 1/2	164 1/2
N. Y. N. Haven & Hart.....	164 1/2	164 1/2	164 1/2	164 1/2	164 1/2
North Missouri 1st M.....	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
Onto and Mississipi.....	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Preferred.....	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
2d mortgage.....	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
Consolidated 7s.....	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
Consol. Sinking fund.....	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
1st M. (Springfield D.).....	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Pacific Mail S. B. Co.....	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Pacific R. R. of Mo.....	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
1st mortgage.....	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
2d mortgage.....	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
Pacific 7s, guar. by Mo.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Panama.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Pitts. F. W. & Chi. 1st.....	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
1st mortgage.....	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
2d mortgage.....	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2
3d mortgage.....	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2
Quicksilver Mining Co.....	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Preferred.....	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
St. L. Alton and T. H. 3 1/2.....	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
Preferred.....	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
1st mortgage.....	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
2d mort, preferred.....	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
Income bonds.....	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
St. L., Iron Mt. & S'ith.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1st mortgage.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
2d mortgage.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
St. L., Jack & Chi. 1st.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
St. L. Kan. City & N.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Preferred.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Tol. P. & War. 1st E. D.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1st mort, West. Div.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Tol. Wash. & Western. 4 1/2.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Preferred.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1st mortgage.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
2d mortgage.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
7s, Consolidated.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
St. Louis Division.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Union Pacific.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
1st mortgage.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Land Grant 7s.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Sinking Fund 8s.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
United States Express.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Warren.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Wells-Fargo Express.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Western Pacific bonds.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Western Union Tel.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
7s, S. F. conv. 1900.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

Boston Stock Exchange.

There has been a good business in railway bonds at former prices, but the close on Tuesday was rather weak.

The bank statement was but a repetition of the statements of the preceding two weeks—showing, as it did, an increase of over a million in gold, and the loss of nearly an equal amount in legal tenders; but, through diminished loans, there was a slight increase in the legal reserve. Money has continued easy, and the closing rates on Tuesday were 3@5 per cent on call, and 4½@6 per cent for prime mercantile paper.

The exports of produce from the port of New York for the week ending November 28th were \$6,133,047, against \$5,549,352 for the corresponding week in 1875, and \$5,068,901 in 1874. The total exports of produce since Jan. 1, this year, were \$240,721,319, against \$233,213,116 for the corresponding period in 1875, and \$265,178,046 in 1874.

The premium on gold quite broke down under the continued shipments this way from Europe; the rate at the close on Tuesday was 108½. Exchange has been depressed, notwithstanding the importation of gold, increased imports of merchandise, and a check upon exports by the scarcity and high rates of freight, and the closing rates on Tuesday for prime 60-day bills was 84 81@84 82. This, with the decline in gold, has brought down the currency rates for bills nearly one per cent.

Government bonds have been somewhat depressed, though not without some irregularity. On Tuesday the closing prices were:

United States currency sixes, 124@124½; do. 6s, 1881, registered, 116½@116¾; do. coupon, 117½@117¾; do. 1865, registered, 109½@109¾; do. coupon, 109½@109¾; do. new, registered, 112½@112¾; do. coupon, 112½@112¾; do. 1867, registered, 115½@115¾; do. coupon, 115½@115¾; do. 1868, registered, 116½@116¾; do. coupon, 116½@116¾; do. ten-forties, registered, 113½@113¾; do. coupon, 113½@113¾; do. fives, 1881, registered, 111½@111¾; do. coupon, 111½@111¾; do. four and one-half, 109½@110.

General trade continues dull. The speculation in cotton continues, however, stimulated in some degree by the political situation. The export demand for breadstuffs and provisions somewhat improves, but so far as the interior trade is concerned, trade is very dull.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Cleveland and Toledo 7s, S. F., 111; Cedar Falls and Minnesota 1st mort., 90; Canada Southern 1st mort., coupon on, 55; Quincy and Toledo 1st mort., 65; South Pacific of Missouri 6s, 69½; Toledo and Wabash Equipment bonds, 22½; Mariposa L. and M., 4½; Pennsylvania Coal, 220; South Carolina 6s, new, Apl. and Oct., 86; do. Jan. and July, 87; Tennessee 6s, old, 44½; do. new, 44½; do. new series, 44; Alabama 8s, 1888, 85; North Carolina 6s, special 1st class, 2; Missouri 6s, long bonds, 105½; Missouri 6s, H. and St. J. bars, 1886, 105½. The latest quotations are: Pacific Mail 24½@25; Western Union Telegraph, 72@72½; Atlantic and Pacific Tel., 15@15½; Quicksilver Mining, 13½@15; do. pref., 20@20½; Mariposa Land and Mining, 4½@4¾; do. pref., 4¾@6;

Adams Exp., 105@106; American Exp., 60½@61; U. S. Express, 56½@57; Wells-Fargo Express, 86½@87; Chicago and Alton, 99@100; Cleveland and Pittsburg, 88½@89½; Chicago and North-western, 85½@85¾; do. pref., 59@59½; Chicago, Rock Island and Pacific, 100@100½; Chicago, Milwaukee and St. Paul, 19½@20; do. pref., 51½@52; Cleveland, Columbus, Cincinnati and Indianapolis, 37@39; Columbus, Chicago and Indiana Central, 3½@3¾; Delaware, Lackawanna and Western, 59½@59¾; Erie, 9¾@9¾; Hannibal and St. Joseph, 13½@13¾; do. pref., 26½@27; Lake Shore and Michigan Southern, 56½@56¾; Michigan Central, 43½@43¾; New York and Harlem, 136½@138; N. Y. Central and Hudson River, 102½@102¾; Central of New Jersey, 34½@34¾; Ohio and Miss., 5¾@6; Panama, 123@127; Toledo Wabash and Western, 7¼@7½; Union Pacific, 58½@58¾; do. 1st mort., 105½@105¾; do. 7s, land grant, 100¾@101; do. sinking fund, 8s, 90¾@91; Central Pacific 6s, gold, 109¼@109½.

Philadelphia.—Allegheny Valley 1st mort. 7s, 90; Susquehanna Coal 6s, 78; Philadelphia and Reading Coal and Iron 7s, 65; Schuylkill Nav. Boat Loan, 73; Connecting R. R. 6s, 103; Lehigh Nav. consol. mort. 7s, 90; Fifth and Sixth Streets R. R., 71½; Central Transp., 40; Trenton City 6s, 105½; Cincinnati 7.30s, 107½; Pennsylvania State 5s, gold, coupon, 103. The latest quotations are: City 6s, 109¾@110¼; do. free of tax, 115½@115¾; Pennsylvania State 6s, 2d series, 110½@112; do. 3d series, 115@116½; Philadelphia and Reading, 21½@22; do. Gen'l mort. 7s, coup., 100@101; do. reg., 96½@97½; do. mort. 6s, 1880, 103½@—; do. 7s, new conv., 72@74; do. 7s, 1893, 105@108; United New Jersey R. R. and Canal Co., 137@137½; Camden and Amboy mort. 1889, 107@107; Pennsylvania R. R., 45½@46; do. 1st mort., 107½@108½; do. general mort. coupon, 107½@—; do. reg., 106@—; do. Consol. mort. 6s, reg., 100@101; Little Schuylkill R. R., 40¼@41; Morris Canal, 50@53; do. pref., 135@138; Susq. Canal, —@—; do. 6s, —@—; Schuylkill Nav., 5@—; do. pref., 10½@11; do. 6s, 1882, 67@68; do. 1872, 88@89; Elmira and Williamsport pref., 38@—; do. 7s, 104½@—; do. 5s, 65@—; Lehigh Coal and Navigation, 27½@27¾; do. 6s, 1884, 103½@108¼; do. R. R. Loan, 101@101½; do. Gold Loan, 101½@102; North Pennsylvania, 48¼@49; do. 6s, 108@108½; do. 7s, 108@109; do. Gen'l mort. 7s, reg., 107½@108; do. chattel 10s, 103@—; Philadelphia and Erie, 13½@13¾; do. 6s, 102¾@103¼; do. 7s, 97@98; Minehill, 49½@50; Catawissa, 8@10; do. pref., 36@37; do. new pref., —@36; do. 7s, 1900, 102@103; Lehigh Valley, 48@48½; do. 6s, new coupon, 107@—; do. reg., 107@—; do. 7s, 113½@114¼; do. consol. mort., 97¾@98¼; Fifth and Sixth streets (horse), 71@72; Second and Third, 79@80; Thirteenth and Fifteenth, 40@41; Spruce and Pine, 31@31½; Green and Coates, 49@50; Chestnut and Walnut, 70@76; Hestonville, 21½@21¾; Germantown, —@70; Union 88@90; Lombard and South, 18@21; Ridge Avenue, 45@—; Seventeenth and Nineteenth, 40@—.

Baltimore.—Central Ohio pref., 86; Wilmington and Weldon 7s, 103; Chesapeake and Ohio 1st mort., 31; Atlanta and Richmond Air-Line 8s, 47½; Richmond and Danville 1st mort., 70; Union R. R. bonds, end., 100; Baltimore 6s, 1875, 101½; do. 6s, 1886, 113; do. 1890, 112; do. 1892, 113; Cincinnati 7.30s, 107; Virginia Black scrip, 16½. The latest quotations are: Cincinnati and Baltimore 7s, 98½@—; Wilmington and Weldon 7s, 102@—; Wilmington, Columbia and Augusta 7s, 30@40; Richmond and Danville 1st mort., 69@70; Pittsburg and Connelville 7s, 1898, 104½@104¾; Baltimore and Ohio, 146½@150; do. 1st. pref., 107½@108; do. 2d pref., 102¾@104; do. 6s, 1880, 105@106; do. 1885, 105@106; Northern Central, 25@26; do. 6s, 1885, 104@—; do. 6s, 1900, 101¼@—; do. 6s, 1900, gold, 103@103½; Marietta and Cincinnati 1st mort. 7s, 1892, 108@110; do. 2d mort. 7s, 87@87½; do. 3d mort. 8s, 55½@56; Central Ohio, 32½@33; do. pref., 36½@40; do. 1st mort., 101½@101¾; Western Maryland 1st mort. 6s, 1890, 92@—; do. 1st mort. guar., 107@—; do. 2d mort. guar., 108@—; do. 3d mort. guar., 107@—; do. 2d mort. pref., 105@—; do. 2d mort. guar. by Washington Co., 103@—; Virginia and Tennessee 2d mort. 6s, 72½@—; do. 3d mort. 8s, 71½@—; Orange and Alexandria 1st mort. 6s, 82@90; do. 2d mort. 6s, 72@76; do. 3d mort. 8s, 60@65; do. 4th mort. 84@89; Orange, Alex. and Manassas 7s, 77½@78; Baltimore 6s, 1875, 101¼@101½; do. 1884, 110@111; do. 1886, 113@113½; do. 1890, 112@112½; do. 1900, 112@112½; do. 1902, 113@113½; do. 5s, 94@—; Memphis City 6s, 25@30; Maryland Defense 6s, 1883, 113@114; do. Hospital 6s, 107@107; do. do. exempt, 113@—; do. 5s, 85@95; Virginia consol. 6s, 67@67½; do. 2d series, 34¼@34¾; Virginia Consol. coupons, 84@84½; West Virginia def. certifi., 6¾@7; City Passenger R. R., 32@33½; George's Creek Coal, 115@125; Atlantic Coal, 1.75@1.95; Canton Co., 27@30; do. gold, 6s, —@98.

Boston.—Chicago, Iowa and Nebraska R. R., 117½; Pueblo and Arkansas Valley R. R., 9; do. 7s, 77; Lowell and Andover R. R., 105½; Vermont Central 1st mort., 9; do. 8s, Extension, 26; Eastern R. R. scrip, 51½; Atchison, Topeka and Santa Fe con. scrip, 54; Cedar Rapids and Missouri River R. R., 80½; Iowa Falls and Sioux City R. R., 60; Detroit, Hillsdale and Southwestern R. R., 6; Boston, Clinton, Fitchburg and New Bedford R. R., 51; Quincy Bridge, 110; Boston Land, 5; Boston 6s, 1893, 113½; do. 5s, 1905, gold, 112½; Chicago 7s, 1880, 104¾; Toledo 7s, 1881, 102½; Allouez Mining Co., 10; Duncan 6; International, 62½c.

Old Colony Railroad.

At the annual meeting of the Old Colony Railroad Company, held in Boston on the 28th ult., the following gentlemen were elected directors for the ensuing year: Onslow Stearns, Uriel Crocker, Benjamin Finch, Oliver Ames, Charles F. Choate, Samuel L. Crocker, Jacob H. Loud, Thomas J. Borden, Royal W. Turner, Francis B. Hayes, Ephraim N. Winslow, John S. Brayton, Prince S. Crowell.

A resolution was adopted authorizing the Directors to purchase the Fall River, Warren and Providence Railroad. It was also voted to issue new bonds to the amount of \$2,000,000, at interest not to exceed seven per cent., to take up bonds maturing in 1877.

One Continuous Passage.

A decision of much importance to travelers by railroads was rendered at Carson City, Nevada, on the 10th of November in the United States Circuit Court, by Judges Sawyer and Hillyer. The case under consideration was entitled *Cody vs. The Central Pacific Railroad Co.* The facts may be briefly stated as follows: The Baltimore and Ohio Railroad Company sold to one Mier, at New York, a through emigrant passage ticket to San Francisco. It contained conditions signed by Mier, to the effect among other things that the ticket should not be transferable, the words "not transferable" being printed upon its face. When Mier reached Omaha according to established custom, his ticket was surrendered and a check given him in exchange which simply read, "Good for one continuous passage from Omaha to San Francisco." When Mier arrived at Palisade Station on the Central Pacific Railroad, he sold this latter check or ticket to the plaintiff, Cody, who attempted to ride thereon over defendant's road to San Francisco, and was ejected from the cars at Battle Mountain Station by defendant's conductor. He brought his suit thereupon for damages.

The defendant claimed on the trial that the contract was made only with Mier, and was for a continuous passage for him only; that it was not a contract to carry him part way and then take up a local passenger and carry him the remainder of miles of the trip. That such a construction would seriously interfere with the local business which defendant was entitled to have come to it in the usual method, if at all, and on the usual local rates.

The plaintiff claimed that whoever held the ticket or check was entitled to ride on the trip. That it was for one passage, however divided. That the ticket or check was in the nature of a promissory note drawn to bearer, entitling any one holding it to its privileges. The Court held that Mier alone had a right to the passage. That Cody had no right to ride upon the credit of the ticket or check. That it was based upon the original contract, and that the purchaser of such a ticket or check is put upon inquiry concerning that contract, and is bound to know what the ticket or check means; also, that "one continuous passage" means a passage for the same person to whom the ticket or check is originally sold.

This decision should be carefully studied by parties purchasing tickets or checks of other than the railroad carrier, to the end that they may know whether the original contract prevents transfer of the ticket or its representative check, as it very frequently is worded in that manner.

The directors of the Union Ferry Company, recently elected, are: Henry E. Pierrepont, Joseph A. Perry, Abiel A. Low, Henry R. Worthington, Charles E. Bill, James S. T. Stranahan, Nathan B. Morse, Cyrus P. Smith, Walter M. Degrauw, Horace B. Claflin, James How, Abraham B. Baylis, S. B. Chittenden, James A. Degrauw, Edward Dodge. The assets of the company are \$1,672,900, and the liabilities, \$1,150,867. There are 522 stockholders.

The directors of the Duxbury and Cohasset (Mass.) Railroad, elected on the 21st ult., are: Onslow Stearns of Concord, N. H., S. N. Gifford of Duxbury, Uriel Crocker of Boston, Joseph O. Cole of Scituate, Royal A. Turner of Randolph, N. H., Whiting of Marshfield, George O. Brastow of Somerville, William T. Davis of Plymouth, Oliver Ames of Easton, S. N. Gifford of Duxbury was chosen Clerk.

The San Fernando Oil Field.

The oil production of the San Fernando district promises to be immense. It has already been considerable, and the quality of the oil is even superior to the Pennsylvania staple. An oil well in Southern California and one in Pennsylvania, however, are very different things. In the latter State the price of oil frequently goes down so low that there is little profit in anything short of a 500-barrel well. Here we have the premium involved in escaping the onerous transportation charges for thousands of miles. We have Asia, Mexico, Central and South America, as well as the American Pacific coast, for a market. It consequently follows that a 20 barrel well in the San Fernando region will yield a greater profit than a 500 barrel well in Venango or Butler county, Pennsylvania.—*Los Angeles Express.*

Meeting of Inventors.

A meeting of inventors was held in Philadelphia on the 24th ult. for the purpose of forming an association, the object of which will be to aid and protect inventors in their rights. The idea is to effect an organization that will spread throughout the country, and by which inventors may be made to learn everything of interest and advantage to them in advertising or otherwise giving publicity to their inventions. Mr. J. W. R. Hill presided, and Mr. Chubb acted as Secretary. A constitution and by-laws for the government of the association was read and adopted, and the constitution states that the association shall be known as "The Inventors' National Union." The constitution was signed by a number present, when the meeting adjourned.

Proposals are invited by the Finance Commissioners of Baltimore for the new five per cent. loan of the city, to be opened on the 22d January next. The bonds will be issued in sums of \$100 or the multiples thereof, interest payable 1st of May and November, and are redeemable on or after 1st of July, 1916. The bonds are free of all taxes. No proposals will be received at a less rate than the par value of the stock. The stock of the city of Baltimore known as the Water loan of 1875 will be taken at its par value, with an adjustment of interest, in payment of the new loan.

Work has been resumed on the Harrisburg and Potomac Railroad, at Waynesboro, Franklin county. This road is intended to connect the Cumberland Valley with the Western Maryland Railroad, east of Hagerstown.

A loan of \$1,500,000 six per cent. gold bonds, redeemable in 1906, on behalf of the city of Cincinnati and for the purpose of completing the Cincinnati Southern Railway, has been introduced in London. They are offered at 90%.

The Milwaukee Wisconsin says that work is to be commenced on the North Wisconsin Railroad, and this winter twenty miles are to be completed. An extension is to be made from Hudson to Rice Lake, Minn.

The railroad between Petaluma and San Rafael (Cal.) will be completed by the 1st of April, 1877.

The first locomotive intended for the Sonoma Valley (Cal.) Prismatical Railway has been completed, and forwarded to its destination.

The work on the Rhode Island and Massachusetts Railroad is progressing rapidly.

FISK & HATCH,**Bankers,**

No. 5 NASSAU ST., NEW YORK.

We give particular attention to DIRECT DEALINGS IN GOVERNMENT BONDS AT CURRENT MARKET RATES, and are prepared, at all times, to buy or sell in large or small amounts, to suit all classes of investors. Orders by mail or telegraph will receive careful attention.

We shall be pleased to furnish information in reference to all matters connected with investments in Government Bonds.

We also buy and sell Gold and Gold Coupons, COLLECT DIVIDENDS and TOWN, COUNTY and STATE COUPONS, &c., and buy and sell, on COMMISSION, all MARKETABLE STOCKS and BONDS.

In our BANKING DEPARTMENT we receive deposits and remittances subject to draft, and allow interest, to be credited monthly, on balances averaging, for the month, from \$1,000 to \$5,000, at the rate of three per cent. per annum, and on balances averaging over \$5,000, at the rate of four per cent.

FISK & HATCH.**TEXAS & PACIFIC RAILWAY COMPANY.**

THE COUPONS OF THE CONSOLIDATED Bonds of the Texas and Pacific Railway Company maturing December 1, will be paid in gold on and after that date, on presentation at the office of the Company, No. 50 Exchange Place, New York, or No. 275 South 4th st., Philadelphia.

GEO. D. KRUMBHAAR,

Treasurer.

Railroad Companies Responsible for the Debts of Contractors to Employees.

In the Court of Common Pleas, at Chillicothe, Ohio, on the 18th ult., before Judge Marshall, in the case of the Scioto Valley Railroad Company v. Dennis Cronin, to set aside a verdict against the Railroad Company, requiring them to pay the employees of Dennis Cronin, the sub-contractor for the constructing said railroad, on account of the financial failure of Cronin, a verdict was rendered reaffirming the former decision, the Judge deciding that railroads were responsible for debts of contractors to employees.

The Staten Island Railroad Company still continues, under direction of the new superintendent, to make improvements in the road and its rolling stock. A new engine has been placed upon the road, and two of the old ones have been reconstructed, making four good working engines. The passenger cars are now being newly painted.

In consequence of the resignation of Mr. J. Wyman Jones, President of the Montclair and Greenwood Lake Railway Co., that office will be assumed by Hon. Smith Ely, Jr., Vice President of the company. A new President cannot be elected before the meeting of stockholders next January.

A certificate was filed with the Secretary of State of Ohio on the 22d ult. of the Cleveland and Newton Falls Railway Company, from Newton Falls to Chagrin Falls, in the counties of Trumbull, Portage, Geauga and Cuyahoga, capital stock \$50,000, by Lyman T. Sauls and others.

The aggregate length of railroads in operation in Turkey in Europe is 968 1/2 miles. In this total the Constantinople and Adrianople line figures for 656 1/2 miles, and the Salonica and Mitrovitz line for 223 1/2 miles.

MARSHAL'S SALES.

Marshal's Sale.

George L. Douglass, trustee, &c., p'l'f's, against Louisville, Cincinnati and Lexington Railroad Company, def'ts, and cases heard therewith—Louisville Chancery Court, No. 27,787.

BY virtue of a judgment rendered in the above-named case and the cases heard therewith, the undersigned will,

ON MONDAY, DECEMBER 4, 1876,

sell at public outcry at the door of the court-house, in the city of Louisville, Ky., about the hour of 11 o'clock, A. M., to the highest bidder, the following described property, viz:

All the rights, properties and franchises of the Louisville, Cincinnati and Lexington Railroad Company, including all the right, title and interest of said company free from the liens, mortgages or claims of any kind of the parties herein except as hereinafter stated in and to its line of railroad from its depot on Brook st., in the city of Louisville, through the counties of Jefferson, Oldham, Henry, Franklin, Woodford, Scott and Fayette to its depot on Water st., in the city of Lexington, and from Lagrange Junction, in Oldham county, through the counties of Oldham, Henry, Carroll, Gallatin, Grant, Boone, Kenton and Campbell, to its junction in the city of Newport with the Newport and Cincinnati Bridge, with all its improvements and appurtenances, right of way, lands adjacent thereto, depots, and the land upon which they are situate, and adjacent thereto, machine shops, round houses, cattle-pens, and the lands on which they are situate and adjacent thereto, turn-outs, side-tracks, switches, engines, passenger cars, baggage cars, freight cars, dirt cars, hand cars and all other rolling stock of every description, machinery, tools, implements, fixtures, furniture, whether in buildings owned by it or leased by it or the receiver, materials and supplies of every description, so as to vest in the purchaser all of the right, title and interest of said Louisville, Cincinnati and Lexington Railroad Company, and to all property owned by it or in which it has any interest on said day of sale except choses in action, and all its rights and franchises free from any lien or claim of any of the parties to this suit except as hereinafter stated.

The purchaser or in the event of his transferring his bid before confirmation of the sale, and the transferee thereof being accepted by the court, such transferee shall in any event in addition to the amount bid by him be required to assume the following outstanding debts, and all the engagements and obligations of the mortgage and deed of trust given to secure them, viz: One hundred bonds of one thousand dollars each, executed by the city of Louisville, the payment whereof was assumed by the Louisville and Frankfort Railroad Company, and secured by deed of mortgage dated 20th November, 1854, and recorded in the Jefferson County Court clerk's office, in deed book —, page 10. Said bonds mature July 1, 1881, and bear interest at 6 per cent. per annum from July 1, 1876, payable semi-annually on the 1st day of each July and January from January 1, 1877, to July 1, 1881, inclusive.

Twelve bonds of one thousand dollars each, executed by Louisville and Frankfort Railroad Company, and secured by deed of trust from said corporation to James Guthrie, Virgil McKnight and Joshua B. Bowles, dated March 13, 1857, five of which bonds mature July 1, 1877, and seven of which mature July 1, 1878, and all of which bear interest at 6 per cent. per annum, payable semi-annually from July 1, 1876, the first five bearing coupons payable January 1, 1877, and July 1, 1877, and the other seven bearing coupons payable January 1, 1877, July 1, 1877, January 1, 1878, and July 1, 1878.

In addition to the assumption of the above amounts, and the engagements and obligations of the above mortgage and deed of trust, the undersigned will first offer said property, subject to the assumption by the purchaser of the following amounts and of the engagements, obligations, rights, duties and powers of the deeds of trust given to secure them respectively, to-wit: three thousand bonds of one thousand dollars each, dated January 1, 1867, and due January 1, 1897, bearing interest from July 1, 1876, at the rate of seven per cent. per annum, payable semi-annually on the first day of each January and July from January 1, 1877, to January 1, 1897, both inclusive, and same secured by deed of trust from the Louisville and Frankfort and Lexington and Frankfort Railroad Companies to Norvin Green, trustee, dated January 1, 1867, and hereinafter called the Norvin Green trust deed.

Nine hundred and eighty-nine bonds of one thousand dollars, each dated April 1, 1870, and due April 1, 1900, bearing interest from October 1, 1876, at the rate of

8 per cent. per annum, payable semi-annually on the first day of each April and October from April 1, 1877, to April 1, 1900, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to George L. Douglass, trustee, dated April 1, 1870, and hereinafter called the Douglass trust deed.

Three hundred and seventy-four bonds of one thousand dollars, each dated October 1, 1872, and due October 1, 1902, bearing interest from October 1, 1876, at the rate of eight per cent. per annum, payable semi-annually, on the first day of each April and October from April 1, 1877, to October 1, 1902, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to A. D. Hunt, trustee, dated October 7, 1872, hereinafter called the Hunt trust deed.

One million five hundred and eighty-two thousand five hundred dollars in bonds, some of one thousand dollars and some of five hundred dollars, each dated April 1, 1873, and due 1st January, 1903, bearing interest from July 1, 1876, at the rate of seven per cent. per annum, payable semi-annually on the first day of each July and January from January 1, 1877, to January 1, 1903, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to James Lees, trustee, dated April 1, 1873, and hereinafter called the Lees trust deed.

When said property is so offered, subject to the assumption by the purchaser of the amounts secured as above by said six mortgages, and his assumption of the engagements, obligations, rights, powers and duties of said six mortgages, if an amount is bid equal to the amount of interest due and unpaid thereon regarding the bonds as not matured, together with unpaid costs of said mortgages, and costs of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bidder. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first five mortgages (excluding the Lees trust deed), and his assumption of the engagements, obligations, rights, powers and duties of said five mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said five mortgages regarding the bonds as not matured, and unpaid costs of the said five mortgages and of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bidder therefor. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first four mortgages (excluding the Lees and Hunt trust deeds), and his assumption of the engagements, obligations, rights, powers and duties of said four mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said four mortgages regarding the bonds as not matured, and unpaid costs of said four mortgages and costs of sale, the undersigned will proceed to sell the property so subject, and accept the highest bidder therefor. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first three mortgages (excluding the Lees, Hunt and Douglass trust deeds), and his assumption of and subjection to the engagements, obligations, rights, powers and duties of said three mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said three mortgages regarding the bonds as not matured, and unpaid costs of said three mortgages and of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bid therefor. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first two mortgages (excluding the Lees, Hunt, Douglass and Green trust deeds), and his assumption of and subjection to the engagements, obligations, rights, power and duties of said two mortgages, and will accept the highest bidder therefor.

The purchaser, or in the event of his transferring his bid before the sale is confirmed, and his transferee being accepted by the court, such transferee will be required to execute a separate obligation to the mortgagee or trustee of each mortgage or deed of trust to which he buys subject, and shall, by such obligation, bind himself to the payment of the debts secured by such mortgage or deed of trust, principal and interest as and when they become due, and to the performance of all the engagements and obligations contained in said mortgage or deed of trust, and shall subject himself and the property purchased by him or future to be

acquired by him, as the owner of said railroad, to all the duties, conditions, engagements and obligations of said mortgage or deed of trust, and confer upon said mortgagee or trustee and his *cestui que trusts* all the powers, rights and duties conferred by the original mortgage or deed of trust, and in every way to bind himself and the property then owned and future to be acquired by him as owner of said railroad, and to confer upon said mortgagee or trustee and his *cestui que trusts* all the rights and powers as if he, the said purchaser, had been the grantor in said original mortgage or deed of trust, and the maker of said bonds and coupons.

If said property is sold subject to any other mortgages than the ones of the city of Louisville and Guthrie, McKnight and Bowles, it will be sold on a credit of 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57 and 60 months, for equal parts of the purchase money. If sold subject to these mortgages, it shall be sold on a credit of 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57, 60, 63, 66, 69, 72, 75, 78, 81, 84, 87, 90, 93 and 96 months, for equal parts of the purchase money.

The purchaser will be required to execute bonds, with good security, bearing interest from date until paid at 6 per cent. per annum, and said bonds will be drawn payable on or before the day of their respective maturities. The bidder accepted by the marshal will be required to at once deposit with said marshal the sum of \$20,000 as security for his compliance with the terms of sale, which sum the marshal shall at once pay into court, which may be withdrawn by the said bidder on confirmation of the report of sale. A lien will be retained on the property sold to secure the bonds of the purchaser, and any obligation executed by him for mortgages or deeds of trust assumed by him.

C. C. W. ALFRIEND,
Marshal Louisville Chancery Court.

Finances of Wisconsin.

From the report of the State Treasurer, recently published, we learn that the amount paid into the Treasury for the year ending September 30, 1876, was \$1,698,392 65, making with the balance in the Treasury at the commencement of the year (\$277,681 44) a total of \$1,976,074 09. The disbursements during the year amounted to \$1,660,207 48, leaving in the treasury September 30, 1876, \$315,866 61. There yet remains due the several charitable and penal institutions of the State on account of the appropriations made them in 1876, a total of \$189,397 28.

The Treasurer states that the taxes levied for the year 1876 have been paid with great promptness, only \$590 89 remaining due at the end of the fiscal year, and this was to be settled during October. He further notes with pleasure the promptness with which the several railroad companies have paid their license taxes for the year 1876, which amount to an aggregate of \$391,210 08. Not a dollar of this tax remains unpaid. The Milwaukee, Lake Shore and Western Railroad Company has also paid in full the balance of its tax for 1875, amounting to \$3,042 56. The Sheboygan and Fond du Lac Company has paid \$2,450 of its delinquency, leaving only \$2,164 16 due. The Green Bay and Minnesota Company is still in arrears for the second instalment of the tax of 1875, amounting to \$6,705 24.

The United States Engineers who have been making a re-survey of the Union Pacific Railroad have completed their work, and it is said that they find no material inaccuracy in the surveys already reported to the government authorities.

The Nevada County Narrow gauge Railroad Company offer a standing reward of \$300 for the arrest and conviction of any parties who may place obstructions on the track of said railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,500,000	J. & J.	July '70 34	Little Miami* 50	5,871,450	quarterly	Sept. '75 2	Vermont and Mass. 100	2,800,000	A. & O.	Oct. '76 24
Atlanta and West Point 100	1,232,200	J. & J.	July '70 3	Little Schuylkill* 50	2,546,190	J. & J.	July '75 24	Warren (N. J.) 100	1,800,000	A. & O.	Oct. '76 24
Atlantic and Gulf 100	3,695,200	M. & N.	Nov. '73 34	Long Island 50	3,000,000	M. & S.	May '73 10	Warwick Valley 100	222,000	A. & O.	Apr. '72 24
Atlantic and St. Law. 100	39,494,000	M. & S.	Sept. '76 3	Louisv. Cin. and Lex. 50	1,022,488	J. & J.	July '69 3	Westchester & Phil. pref. 100	121,300	J. & J.	July '76 4
Avon, Genesee & Mt. M. 100	1,500,000	A. & O.	Jan. '75 ..	Louisville & Nashville 100	5,848,700	F. & A.	Feb. '74 4	West Jersey 100	1,554,750	F. & A.	Feb. '74 4
Baltimore and Ohio 100	15,151,962	M. & N.	Nov. '76 5	Louisv. N. Alb. & Chi. 100	3,000,000	A. & O.	Dec. '70 8	Winchester & Potomac 100	180,000	J. & J.	July '76 3
Washington Br. 100	1,650,000	A. & O.	Apr. '76 5	Lowell and Lawrence 100	200,000	A. & O.	Oct. '76 3	Winchester & Strasburg 100	500,000	J. & J.	July '76 34
Berkshire 100	320,000	quarterly	July '76 12	Lykens Valley 100	800,000	F.M.A.N.	Aug. '76 24	Worcester and Nashua 75	1,750,800	J. & J.	July '76 2
Blossburg & Corning* 50	250,000	J. & O.	Dec. '72 34	Macon and Western 100	2,500,000	J. & J.	July '75 5				
Boston and Albany 100	20,000,000	M. & N.	Jan. '76 3	Maine Central 100	5,400,500	—	—				
Bos. Clin. & Fitchburg pref. 100	1,172,000	J. & D.	June '76 3	Manchester and Law. 100	1,000,000	M. & N.	Nov. '76 5				
Boston and Lowell 100	3,200,000	J. & J.	Jan. '76 3	Marquette & Cincinnati 100	1,408,912	—	—				
Boston and Maine 100	9,821,274	M. & N.	Nov. '76 3	Massachusetts 100	4,460,868	M. & S.	Sept. '66 34				
Boston and Providence 100	4,000,000	M. & N.	Nov. '76 3	Memphis & Charleston* 25	5,512,728	J. & D.	Jan. '76 34				
Boston, Revere B. & Lynn 100	350,000	quarterly	Sept. '76 2	Michigan Central 100	18,735,204	J. & J.	Jan. '76 34				
Buffalo, N. Y. and Erie 100	950,000	F. & A.	June '76 24	Mill Creek & Minehill* 50	322,375	J. & J.	July '76 5				
Burlington and Mo. Riv. 100	5,254,203	M. & S.	Sept. '76 5	M. Hill & Schuyl. Hav. 50	3,855,450	J. & J.	July '76 34				
Camden and Amboy 100	1,485,800	M. & S.	Sept. '76 5	Morris and Essex* 100	14,005,100	M. & N.	Nov. '76 2				
Camden and Atlantic 100	5,847,800	quarterly	Oct. '76 24	Nashua and Lowell 100	1,000,000	M. & N.	Nov. '76 2				
Cape Cod 100	371,400	J. & J.	Jan. '72 24	Nash, Chat. & St. Louis 100	6,575,236	A. & O.	Aug. '76 1				
Cape May and Millville 50	447,000	J. & D.	June '76 5	Naugatuck 100	1,885,800	F. & A.	Aug. '76 1				
Catawba & Foggelav 50	425,000	Novemb.	Nov. '71 6	Nesquehoning Valley* 50	1,000,000	M. & S.	Sept. '76 5				
Catawba 50	1,185,000	—	—	Newark and N. York 100	977,400	J. & J.	Jan. '76 34				
Cayuga and Susq. 50	1,000,000	M. & N.	Nov. '76 34	N. O. & Beaver Val. 100	1,600,000	quarterly	Oct. '76 2				
Cedar Rapids & Mo. R. 100	5,850,400	F.M.A.N.	Nov. '76 1	N. Haven & Northamp. 100	605,000	quarterly	Oct. '76 2				
Central of Georgia 100	4,666,800	J. & J.	July '75 8	New Jersey 100	1,418,800	quarterly	Oct. '76 2				
Central of New Jersey 100	2,425,000	quarterly	Apr. '76 24	New London Northern 100	39,428,330	quarterly	Oct. '76 2				
Central Ohio 100	4,400,000	J. & D.	June '76 24	N. Y. Cen. & Hudson R. 100	3,500,000	J. & J.	July '76 4				
Central Pacific 100	54,275,000	A. & O.	July '76 4	New York and Harlem 100	1,500,000	J. & J.	July '76 5				
Chemung 100	580,000	quarterly	July '76 2	N. Y. N. H. & Harf. 100	15,000,000	J. & J.	July '76 5				
Cheshire, preferred 100	2,165,100	J. & J.	Sept. '76 4	N. Y. Prov. & Boston 100	2,500,000	quarterly	Nov. '76 24				
Chicago and Alton 100	2,642,400	M. & S.	Sept. '76 4	N. Y. Bridge & Oand 100	1,000,000	J. & J.	July '76 5				
Chicago, Burl. & Quincy 100	27,612,842	M. & S.	Sept. '76 4	North Carolina 100	1,000,000	irregular	Jan. '76 3				
Chicago, Iowa & Neb. 100	3,918,200	M. & S.	Sept. '76 5	N. Eastern S. O. pref. 100	96,000	M. & N.	Jan. '76 4				
Chi. Mil. and St. Paul 100	15,389,201	A. & O.	Dec. '76 2	North Pennsylvania 100	3,978,150	F. & A.	Aug. '76 3				
Chicago & N. Western 100	12,274,483	A. & O.	Dec. '76 2	Northern Central 100	6,842,000	F. & A.	Aug. '76 3				
Chicago, B. I. & Pacific 100	20,000,000	A. & O.	July '76 4	Northern N. Hamp. 100	2,068,400	J. & D.	Dec. '76 24				
Cin. Ham. & Dayton 100	3,500,000	A. & O.	Apr. '76 10	Northern New Jersey 100	1,000,000	J. & J.	July '76 4				
Cin. Sand. and Cleve. 100	2,980,500	A. & O.	Apr. '76 10	Norwich & Worcester* 100	2,094,400	J. & J.	July '76 5				
Clev. Col. Cin. & Ind. 100	14,991,276	M. & N.	Nov. '76 2	Ogdensb. & L. Champt. 100	3,077,000	J. & J.	July '76 2				
Cleveland & Mahoning 50	2,057,500	M. & N.	May '76 34	Ohio and Mississippi 100	20,000,000	A. & O.	Oct. '76 4				
Cleveland & Pittsburg 100	11,236,150	quarterly	Dec. '76 1	Old Colony 100	4,080,000	J. & D.	Mar. '75 34				
Columbus and Xenia 100	1,783,800	M. & S.	Sept. '76 2	Oswego and Syracuse 100	6,785,800	J. & J.	July '76 3				
Colum. & Hocking Val. 100	2,000,000	F. & A.	Aug. '76 4	Pacific of Missouri 100	3,635,750	quarterly	Aug. '76 4				
Concord 100	1,500,000	M. & N.	Nov. '76 5	Panama 100	7,000,000	quarterly	Oct. '76 3				
Concord and Port 100	1,500,000	F. & A.	Nov. '76 5	Patterson and Hudson 100	832,000	J. & J.	July '76 4				
Conn. & Passump Riv. 100	2,100,000	F. & A.	Feb. '76 5	Patterson and Newar. 100	250,000	J. & J.	July '76 3				
Connecticut River 100	2,100,000	F. & A.	Feb. '76 5	Patterson and Ramapo 100	248,000	J. & J.	July '76 3				
Cumberland Riv. 100	1,292,950	J. & J.	Oct. '76 24	Pemb. & Hightstown* 50	342,150	J. & J.	Jan. '76 3				
Danbury and N. W. 100	600,000	A. & O.	Dec. '76 1	Penn. & Bureau Val. 100	68,144,475	quarterly	Nov. '76 2				
Delaware 100	1,230,950	J. & J.	July '76 4	Philadelphia and Erie 100	6,004,300	F. & A.	Aug. '76 4				
Del. Lackaw. & Westn. 100	23,500,000	quarterly	July '76 24	Phil. Ger. & Norristown 100	1,625,250	M. & S.	Sept. '76 2				
Detroit & Milwaukee 50	822,100	J. & D.	Dec. '76 7	Philadelphia & Reading 100	32,725,775	quarterly	Jan. '76 2				
Dubuque & Sioux City 100	5,000,000	A. & O.	Oct. '76 2	Phila. and Trenton 100	1,551,800	quarterly	Jan. '76 34				
East Pennsylvania 100	1,300,200	J. & J.	July '76 3	Phila. Wil. & Balt. 100	11,536,250	quarterly	July '76 4				
East Tenn. Va. & Ga. 100	1,988,274	A. & O.	Apr. '76 3	Pitts. Ft. W. & Chi. 100	19,714,285	quarterly	Oct. '76 12				
Eastern (Mass.) 100	4,991,500	J. & J.	July '76 3	Pitts. & Special Imp. 100	2,000,000	quarterly	Oct. '76 12				
Eastern (N. H.) 100	492,500	J. & J.	July '76 3	Pitts. & N. Adams 100	450,000	J. & J.	July '76 3				
Elmira, Jct. & Canand. 100	500,000	M. & N.	Aug. '76 24	Portland and Keimbec. 100	616,700	J. & J.	Jan. '76 3				
Elmira & Williamsport 50	500,000	M. & N.	Aug. '76 24	Yarmouth certificates 100	202,000	A. & O.	Apr. '76 3				
Erie Railway 100	78,000,000	J. & J.	Oct. '76 1	Portl. Saco & Portsm. 100	1,500,000	J. & J.	July '76 3				
Erie and Pittsburg 100	1,000,250	quarterly	Sept. '76 14	Providence & Worcester 100	2,000,000	J. & J.	July '76 4				
Fitchburg 100	4,000,000	J. & D.	July '76 4	Railroad & Gaston 100	1,500,000	J. & J.	July '76 4				
Georgia 100	4,200,000	A. & O.	Apr. '76 4	Rensselaer & Saratoga 100	6,000,000	J. & J.	July '76 4				
Great Western (Ca.) 100	19,237,404	A. & O.	Apr. '76 4	Roch. & Genesee Val. 100	555,200	J. & J.	July '76 5				
Hanover & St. Joseph 100	4,151,700	Annual	Aug. '76 7	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '76 5				
Hanover Branch (Pa.) 50	116,850	M. & N.	May '76 5	Rutland 100	2,480,600	J. & J.	July '76 5				
Harlem Extension 100	4,000,000	J. & J.	July '76 34	St. Albans 100	1,465,700	F. & A.	Feb. '76 34				
Harrietburg & Lancaster 100	1,182,500	J. & J.	July '76 34	St. Albans & T. Haute 100	2,200,000	A. & O.	July '76 2				
Housatonic, pref. 100	1,180,000	quarterly	Oct. '76 2	St. L. Kan. C. & North. 100	12,000,000	F. & A.	Feb. '76 3				
Huntingdon & Bd. Top. 50	880,000	J. & J.	Oct. '76 2	Saratoga and Schenect. 100	12,000,000	—	—				
Illinois Central 100	28,000,000	F. & A.	July '76 3	Schoharie Valley* 50	800,000	A. & O.	Oct. '76 54				
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '76 4	Seaboard and Roanoke 100	1,511,050	M. & N.	May '76 4				
Iowa Falls & Sioux City 100	4,825,000	quarterly	Sept. '76 4	Shamokin V. & Potomac 50	899,450	F. & A.	Aug. '76 3				
Jefferson, Mad. & Ind. 100	2,000,000	quarterly	Aug. '76 11	Shore Line* 100	995,800	J. & J.	July '76 4				
Jct. of North Indiana 100	300,000	J. & J.	July '76 3	South Branch (N. J.) 100	438,800	J. & J.	Jan. '76 3				
Lake Shore & Mich. P. 100	40,466,500	F. & A.	Aug. '76 2	South Carolina 100	5,819,275	F. & A.	Feb. '76 2				
Lawrence 100	450,000	quarterly	Oct. '76 2	South Western (Ga.) 100	5,892,300	J. & D.	June '76 34				
Leeds and Farmington 100	600,000	J. & J.	Jan. '76 3	Staten Island 100	600,000	J. & J.	July '76 3				
Lehigh & Susquehanna 50	6,739,800	M. & N.	May '76 5	Stonycroft and Pitts. 100	445,700	J. & J.	July '76 3				
Lehigh Valley 50	2,916,850	quarterly	Oct. '76 2	Stony Brook 100	427,800	M. & N.	Nov. '76 3				
				Summit Branch 100	1,122,000	J. & J.	Feb. '76 3				
				Sussex (N. J.) 100	317,850	J. & J.	Jan. '76 24				
				Syr. Bingham & N. Y. 100	2,004,000	J. & D.	June '76 4				
				Taunton Branch 100	300,000	J. & J.	Jan. '76 4				
				Terre Haute & Indiana 100	1,958,150	J. & J.	July '76 5				
				Tol. Wab. & West pref. 100	1,000,000	M. & N.	May '76 3				
				Troy and Greenbush 100	274,000	J. & D.	Dec. '76 3				
				Union Pacific 100	35,745,000	quarterly	Oct. '76 2				
				Union and Black River 100	1,000,000	J. & J.	July '76 3				
				Vermont and Canada 100	2,500,000	J. & D.	June '76 4				

CANALS.

Chesapeake & Delaware 50	1,933,563	J. & D.	June '75 2
Chesapeake and Ohio 25	8,229,500	J. & J.	July '76 4
Delaware Division 100	1,638,350	F. & A.	Aug. '76 4
Delaware and Hudson 100	20,000,000	F. & A.	Oct. '76 24
Delaware and Raritan 100	5,847,400	quarterly	Oct. '76 24
Erie of Pennsylvania 100	64,000	—	—
Lehigh Canal & Navigat. 50	10,848,580	J. & D.	Sept. '76 1
Monongahela Navigat. 50	1,003,500	J. & J.	July '76 2
Morris (consolidated) 100	1,025,000	F. & A.	Feb. '76 2
" (preferred) 100	1,175,000	F. & A.	Feb. '76 5
Pennsylvania 100	4,337,950	F. & A.	Aug. '76 30
Schuyl. Nav. (common) 50	1,908,207	F. & A.	Aug. '76 30
" (pref.) 50	2,888,977	F. & A.	Aug. '76 30
Susq. and Tide Water 50	2,002,746	—	—
Union 100	2,907,850	—	—
" preferred 100	2,907,850	—	—
W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '76 -

MISCELLANEOUS.

Adams Express.....	100	12,000,000	quarterly	Nov. '76 2
American Coal.....	25	1,500,000	M. & S.	Mar. '76 4
American Express.....	100	18,000,000	J. & J.	Jan. '77 3
Atlantic Mail Steamship.....	100	4,000,000	F. M. J. S. D.	Dec. '67 7
Calumet and Hecla Mining.....	100	90,000 shs	F. M. A. N.	Nov. '76 5
Canton.....	16 1/2	731,250	— & —	Nov. '76 5
Consolidation (Md.) Coal.....	100	10,250,000	M. & S.	Mar. '76 2
Cumberland Coal & Iron.....	100	500,000	— & —	Oct. '76 8
Gilbert Coal Co.....	100	500,000	— & —	Aug. '76 2
Maryland Coal.....	100	4,400,000	F. & A.	Feb. '76 14
Mariposa Gold.....	100	2,885,600	— & —	— & —
“ pref.....	100	5,935,400	— & —	— & —
“ certifi.....	100	2,824,000	J. & J.	— & —
Pacific Mail Steamship.....	100	20,000,000	F. M. J. S. D.	Sep. '69 3
Pennsylvania Coal.....	50	4,000,000	M. & S.	Aug. '76 5
Pullman Palace Car.....	100	6,000,000	F. M. A. N.	Nov. '76 2
Quicksilver, common.....	100	5,706,900	— & —	— & —
“ preferred.....	100	4,300,000	— & —	— & —
Quincy Mining Co.....	100	20,000 shs	F. & A.	Aug. '76 3
Quincy R. R. Bridge.....	100	1,750,000	J. & J.	Jan. '76 5
Spring Mountain Coal.....	50	1,350,000	J. & D.	Dec. '76 4
United States Express.....	100	7,000,000	F. M. A. N.	Aug. '76 2
Wells-Fargo & Co. Exp.....	100	5,000,000	J. & J.	July '76 4
West Union Telegraph.....	100	33,801,175	quarterly	Oct. '76 1
Wilkesbarre Coal.....	100	8,400,000	M. & S.	Nov. '76 5

The Coal Trade.

The total tonnage for the week ending on the 18th instant, as reported by all the companies, amounted to 608,090 tons, against 562,788 tons in corresponding week last year, an increase of 45,307 tons. The total amount of anthracite mined for the year is 16,830,680 tons, against 18,580,774 for same period last year, a decrease of 1,750,094 tons. The quantity of bituminous coal sent to market for the week was 89,916 tons, against 87,751 tons for corresponding week last year, an increase of 2,165 tons. The whole bituminous tonnage from the beginning of the coal year is 3,254,307 tons, against 4,030,686 tons in corresponding time last year, a decrease of 776,379 tons. The total tonnage of all kinds of coal for the week is 698,006 tons, against 650,534 to corresponding date last year, an increase of 47,472 tons, and the total tonnage for the coal year is 20,084,987 tons, against 22,611,460 tons to same date last year, a decrease of 2,526,473 tons. The receipts at Perth Amboy for the week ending the 18th inst. were 26,169 tons, and shipped 20,554 tons, leaving a stock on hand of 42,520 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last week was 101,899 tons, of which 87,555 tons were coal and 14,344 tons coke. The total carried this year is 3,978,402 tons, of which 3,214,618 were coal and 763,784 coke. This total embraces all the coal carried over the road, east and west.—*Phila. Ledger*, Nov. 27.

Boston and Providence Railroad.

The annual meeting of the stockholders of this corporation was held in Boston on the 15th ult., the President, Henry A. Whitney, Esq., in the chair.

Mr. Winalow Warren, clerk of the corporation, read the call for the meeting and the records of the last annual meeting.

The President called attention to the new law in relation to the issue of notes of corporations, and said that, as the notice given this year of the intention of the corporation to issue such notes had been published too late, the proposition was laid over until the next annual meeting.

The accounts of the treasurer were approved by the auditing committee and by the stockholders.

The annual report of the directors was presented in print, and the reading of the same was waived. A full abstract of the report is given on another page of the JOURNAL.

President Whitney called the attention of the stockholders to the death of the Hon. John H. Clifford, and read several tributes of respect to his memory, including the resolution passed by the Board of Directors at the time of his death. On motion of Mr. Peter T. Homer, it was—

Voted that the stockholders of the Boston and Providence Railroad Corporation hereby accept and adopt as their own, the preamble and resolves passed by their directors on the 12th of January last, as a testimonial of their appreciation of the services of the deceased President of the corporation, the late Hon. John H. Clifford.

The President called the attention of the stockholders to the debt of the corporation, amounting to the sum of \$1,294,000, which becomes due as follows:

Notes due in 1877.....	\$227,000
" " 1878.....	47,000
" " 1879.....	100,000
" " 1880.....	200,000
" " 1881.....	120,000
" " 1882.....	100,000
Bonds due in 1893.....	500,000

\$1,294,000

The President expressed his intention to urge upon the directors the necessity of constructing an iron bridge over the Blackstone River at Valley Falls.

On motion of Gen. William Raymond Lee, it was voted that the thanks of the stockholders be tendered to the Board of Directors for their faithful and successful efforts to reduce the expenses of operating the road the past year, and also for their judicious action in limiting the dividends of the past year to the net earnings of the corporation.

The stockholders proceeded to the election of seven directors, and the following gentlemen were unanimously chosen, the whole number of votes being 6,273: Henry A. Whitney, George W. Hallet, T. P. I. Goddard, J. Huntington Wolcott, William R. Robeson, Francis M. Weld, Joseph W. Balch.

The meeting then adjourned.

India Rubber Tree Culture.

The adaptability of California to the culture of the caoutchouc, or rubber tree, is coming to be seriously agitated as one of the future possible resources and avenues of wealth of that State. The few trees already growing have made such successful progress that their general culture would seem to be not only possible but comparatively easy. Apropos of this subject the *Rural Press* has the following:

"There are, as is generally known, several trees and plants from which the caoutchouc of commerce is obtained. The Mexican tree is quite different from the East Indian, and others are different from these. Although the India rubber is produced by sub-tropical countries, there seems, so far as we know, no good reason why some of the plants would not thrive in semi-tropical climates, because the tree, even under the tropics, proves itself adapted to cooler air by flourishing far up the mountain sides. For instance, the *ficus elastica* of Assam grows on the slopes from the valley upward to an elevation of 22,000 feet, according to Appleton's New Encyclopedia. This is doubtless very incorrect, as the highest point of the Himalayas is only 29,000 feet above the sea level. We do not believe that the tree is as hardy as Appleton's makes it, for if it were we might almost lay out Mount Shasta for India Rubber plantations, for he is 17,000 feet up in the air. According to Appleton's the tree flourishes from 5,000 to 6,000 feet above the line of perpetual snow, which is absurd. The truth doubtless is that the tree grows to a considerable elevation in the tropics, and in this fact is found the adaptation which enables it to flourish in Sacramento. Our attention is called to this matter especially at this time because of news which comes of an enterprise which the English Government is conducting, looking to a large growth of the tree in India."

Mr. J. S. Leib, Treasurer of the Northern Central Railway Company gives notice that the bonds of the York and Cumberland Railroad Company for \$500,000, due 1st January, 1877, will be paid at the First National Bank of Baltimore on that day. The company proposes to exchange its consolidated general mortgage 6 per cent gold bonds for the York and Cumberland bonds on a basis of par for each, on or before 1st December.

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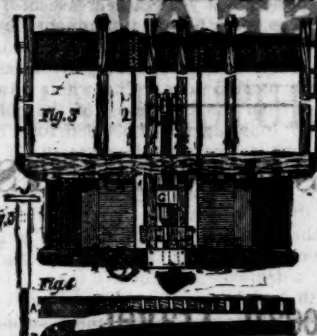
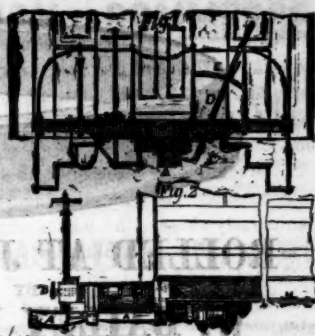
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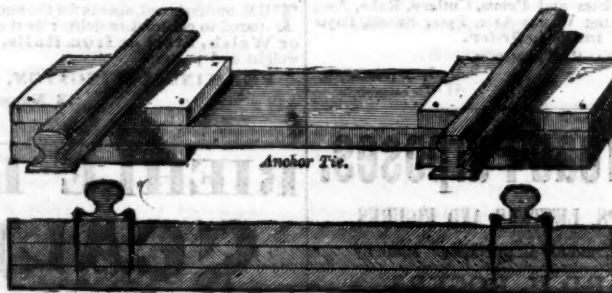
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